PROCEEDINGS

1780

RELATIVE TO

SHIPS

TENDERED FOR THE SERVICE

OF THE

UNITED EAST-INDIA COMPANY,

FROM

THE FIRST OF JANUARY, 1780,

TO

THE THIRTY-FIRST OF MARCH, 1791;

WITH AN

APPENDIX.

A5003077

CSL

FOR CONSULTATION ONLY

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(165)

APPENDIX.

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AT A GENERAL COURT

Of the United Company of Merchants of England trading to the East-Indies,

Held at their House in Leadenhall Street,

On Thurſday the 31ſt of March, 1791, at 12 o'Clock at Noon.

THE Deputy Chairman acquainted the Court, that it was ſummoned on ſpecial affairs, to take into conſideration the following motion made at the laſt Court, viz.

That there be laid before this Court, copies of all propoſals for receiving tenders for building ſhips for the Eaſt-India Company, and of letting ſhips for hire to the Eaſt-India Company, from 1ſt of January, 1780, to this preſent time, with the anſwers and reſolutions of Committees and Courts thereon; together with the prices agreed to be given for the hire of ſhips in each of the ſaid years, according to their reſpective deſtinations; and alſo of any agreements or reſolutions of the Court, or Committee of Directors, which may have been made reſpecting any or all of the Old Ship Owners, on the ſubject of Shipping, during the ſaid period.

And the queſtion on the ſaid motion being put, and ſeconded, the ſame paſſed in the affirmative.

A motion was then made, that the papers mentioned in the proceeding motion ſhould be printed, for the information of the Proprietors, and the queſtion thereon being put, it paſſed in the affirmative.

The Court then on the queſtion adjourned.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 5th January, 1780.

LETTER from Sir Charles Raymond, Bart. dated the 3d inſt. adviſing, that no time ſhall be loſt in building a ſhip in the room of the Valentine, but cannot anſwer for any unavoidable accidents which may retard her being built within the time limited, was read. Vide Appendix, No. 1.

AT A COURT OF DIRECTORS,

Held on Friday the 7th January, 1780.

Tender of a new ſhip in the room of the Vanſittart, Captain Robert Young, on the ſame terms as the ſhips already taken up, was read. Vide App. No. 2.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 12th January, 1780.

Tender of a new ſhip in the room of the Anſon, to be commanded by Captain William Dick Gamage, on the ſame terms and conditions as the ſhips already taken up this ſeaſon, was read. Vide App. No. 3.

BY THE JOINT COMMITTEE OF PRIVATE TRADE AND LAW SUITS.

Purſuant to a reference of Court of the 10th ult. on a letter from John Raymond, Eſq. ſetting forth the ſituation of the Duke of Kingſton, in particular the diligence that was uſed in order to get her ready to receive her cargo by the ſtipulated time, the difficulties and extra expences of procuring pilots men, the exertions by which hands were at length got ſufficient to proceed on the voyage with the intended convoy, and her long detention afterwards at the Mother Bank, and in the harbour of Portſmouth, at an immenſe charge; and deſiring, in behalf of himſelf and the owners, as the ſhip was in waiting for the Company's diſpatches, and thereby loſt the opportunity of ſailing with the ſhips of the ſeaſon, and only ſailed in the ſeaſon of the laſt tenders, that the Court will take the caſe into conſideration, whether the Duke of Kingſton ſhould not be placed on the terms of the ſeaſon ſhe ſailed in, or what other relief the Court may think the hardſhip of their caſe may merit. Vide App. No. 4.

(5)

Having taken the ſaid letter into our conſideration, we do report it to the Court, as our opinion, that Mr. Raymond's requeſt cannot be complied with, which is ſubmitted to the Court.

East-India-Houſe,
13th Jan. 1780.

AT A COURT OF DIRECTORS,

Held on Tueſday the 18th January, 1780.

A report from the Joint Committee of Private Trade and Law Suits, dated the 13th inſtant, being read,

Reſolved, That the requeſt of John Raymond, Eſq. that the ſhip Duke of Kingſton, as ſhe ſailed in the ſeaſon of the laſt tenders, may be placed on the terms of the ſeaſon ſhe ſailed in, cannot be complied with.

Vide App. No. 5. On reading the requeſt of William Larkins, Eſq. for permiſſion to build a new ſhip in the room of the Lioneſs, to be commanded by Captain Thomas Larkins, and to be taken up whenever the Company's ſervice may require it.

Ordered, That it be referred to the Committee of Shipping to examine and report.

AT A COURT OF DIRECTORS,

Held on Thurſday the 20th January, 1780.

Vide App. No. 6. Letter from Andrew Moffatt, Eſq. the 19th inſtant, requeſting to know the Court's determination reſpecting his tender of the ſhip Latham, for another voyage in the Company's ſervice, was read.

AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND, TRADING TO THE EAST-INDIES,

Held on Wedneſday the 26th January, 1780.

The Chairman acquainted the Court, that it is appointed at this Court to conſider of the confirmation of the temporary ſuſpenſion of the 39th By-Law, which ſuſpenſion had paſſed according to a Reſolution of the General Court of the 22d of December laſt. And a debate enſuing, in the courſe thereof, the 50th By-Law; the notice given for the meeting of this Court; and the ſaid 39th By-Law were read.

It was thereupon moved, and on the queſtion,

Reſolved, That the Reſolution of the laſt General Court for ſuſpending the operation of the ſaid 39th By-Law be confirmed.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 2d February, 1780.

Letter from George Stainforth, Eſq. dated this day, offering the ſhip, Queen, for a fifth voyage in the Company's ſervice, was read. Vide App. No. 7.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 9th February, 1780.

On reading a letter from William Larkins, Eſq. dated the 8th inſtant, requeſting an early reply to his former letter for leave to build a new ſhip in the room of the Lioneſs. Vide App. No. 8.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Monday the 28th February, 1780.

On a motion,

Ordered, That it be referred to the Committee of Shipping, to direct a ſurvey to be made of the ſhip, Lord North, and report what repairs will be neceſſary to put her in a proper ſtate for proceeding to ſea.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 1ſt March, 1780.

On reading the requeſt of Henry Hinde Pelly, Eſq. for permiſſion to build a new ſhip on the bottom of the Saliſbury, to be commanded by Captain Philip Bromfield, and to be taken up whenever the Company's ſervice may require it. Vide App. No. 9.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping to examine and report.

AT A COMMITTEE OF SHIPPING,

Held on Wedneſday the 1ſt March, 1780.

The Committee taking into conſideration the reference of Court of the 28th ultimo.

Ordered, That Captain Oliver and Mr. Snodgraſs, with their aſſiſtants, do ſurvey the ſhip, Lord North, ſo ſoon as they conveniently can, as ſhe is docked; and jointly report in writing what repairs will be neceſſary to put her into a proper ſtate for proceeding to ſea.

AT

AT A COMMITTEE OF CORRESPONDENCE,

The 10th March, 1780.

The Committee offer it to the Court, as their opinion, that the ſhip, Mount Stuart, burthen 758 tons, Captain John Stewart Cammander, be taken up for this ſeaſon; the Lord North being ſo conſiderably damaged by her breaking from her moorings, as to prevent her being fit to proceed this ſeaſon.

AT A COURT OF DIRECTORS,

Held on Friday the 10th March, 1780.

A report from the Committee of Correſpondence, dated this day, being read.

Reſolved by the Ballot, That the ſhip, Mount Stuart, burthen 758 tons, Captain John Stewart, Commander, be taken up for the Company's ſervice this ſeaſon; the Lord North being ſo conſiderably damaged by her breaking from her moorings, as to prevent her being fit to proceed this ſeaſon.

AT A COURT OF DIRECTORS,

Held on Friday the 17th March, 1780.

It was moved,

That the Vanſittart not yet launched (now under orders for China) is a fit ſhip to proceed to China this year.

And the queſtion on the ſaid motion being put by the ballot, it paſſed in the negative.

It was then moved,

That the Neptune, Bellmont, Groſvenor, Lord Holland, and Hillſborough, being the ſhips moſt ready, be put to the ballot, and the two ſhips that have the greateſt numbers, do ſupply the places of the Lord North and Vanſittart for China.

And the ſame being accordingly put by the ballot, it was

Reſolved, That the ſhips, Lord Holland and Hillſborough, do proceed to China in the room of the Lord North and Vanſittart.

It was then further moved, and

Reſolved by the Ballot, That the Committee of Shipping do examine into the ſtate and number of the Company's ſhipping at home and abroad, and report to the Court on Wedneſday next, the probable number fit to be taken into the Company's ſervice for next ſeaſon.

AT A COURT OF DIRECTORS,

Held on Thurſday the 23d March, 1780.

On a motion,

Reſolved by the Ballot unanimouſly, That the ſhip, Vanſittart being launched, be reſtored to her former conſignment to China, in the room of the Hillſborough, whoſe ſtation was altered on the 17th inſtant, and which ſhip is now found to be unfit to proceed on that voyage within a reaſonable time.

On reading the requeſt of John Raymond, Eſq. for permiſſion to build a new ſhip on the bottom of the Talbot, to be taken up whenever the Company's ſervice may require it, and to be commanded by Captain Raymond Snow. Vide App. No. 10.

Ordered, That it be referred to the Committee of Shipping to examine and report.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 23d March, 1780.

The Committee having agreeably to the Order of Court of the 17th Inſtant, examined into the ſtate of the ſhips at home and abroad, and the probable number fit to be taken into the ſervice for next ſeaſon, do report that the ſtate of the ſhipping appears to the Committee to be as follows:

1 ſhip at home
8 ſhips building with leave.

9 ſhips

10

19

And the probable number of Ships to arrive in the courſe of the year 1780 (excluſive of thoſe expected to arrive on the fourth voyages) and without making any Allowance for the dangers of the ſeas or the enemy, will not exceed ten ſhips, which ten ſhips are the Beſborough, Calcutta, Naſſau, Southampton, Royal Henry, Morſe, General Barker, Ganges, Alfred, and Earl Talbot.

The arrival of the Stafford the Committee apprehend is very doubtful, and they conſider in the ſame light thoſe outward-bound ſhips which were at the Cape, according to report the latter end of October laſt, being the Fox, Norfolk, Earl of Oxford, Atlas, Halſewell, Ceres, True Briton, and Walpole; the Earl of Sandwich bound to Bombay and China, and the Duke of Kingſton, which ſailed from England no longer ago than the 16th November laſt, cannot poſſibly arrive ſooner than the year 1781: ſo that the greateſt number cannot, in the Committee's opinion, be eſtimated at more than nineteen ſhips; from which circumſtances the Committee do not heſitate to ſubmit, as their opinion, that leave ſhould be immediately given to build on the next ſix ſhips in turn, to be taken up whenever the Company's ſervice may require them.

AT A COURT OF DIRECTORS,

Held on Thurſday the 23d March, 1780.

A report from the Committee of Shipping, dated this day, now read, informed the Court, that they have examined into the ſtate of the ſhips at home and abroad, and the probable number fit to be taken into the ſervice for next ſeaſon, and report that the ſtate of the ſhipping appears to them to be as follows:

1 ſhip at home.
8 ſhips building with leave.

9 ſhips

And the probable number of ſhips to arrive in the courſe of the year 1780 (excluſive of thoſe expected to arrive on the fourth voyages) and without making any allowance for the dangers of the ſeas or the enemy, will not exceed ten ſhips, which

10

ten ſhips are the Beſborough, Calcutta, Naſſau, Southampton, Royal Henry, Morſe, General Barker, Ganges, Alfred, and Earl Talbot.

19

The arrival of the Stafford, the Committee apprehend, is very doubtful, and they conſider in the ſame light thoſe outward-bound ſhips which were at the Cape, according to report, the latter end of October laſt, being the Fox, Norfolk, Earl of Oxford, Atlas, Halſewell, Ceres, True Briton, and Walpole; the Earl of Sandwich, bound to Bombay and China, and the Duke of Kingſton which ſailed from England no longer ago than the 16th November laſt, cannot poſſibly arrive ſooner than the year 1781: ſo that the greateſt number cannot, in the Committee's opinion, be eſtimated at more than nineteen ſhips, from which circumſtance the Committee do not heſitate to ſubmit, as their opinion, that leave ſhould be immediately given to build on the next ſix ſhips in turn, to be taken up whenever the Company's ſervice may require them.

Reſolved, That this Court doth agree in opinion with the ſaid Committee.

On reading the requeſt of John Raymond, Eſq. for permiſſion to build a new ſhip on the bottom of the Talbot, to be taken up whenever the Company's ſervice may require it, and to be commanded by Captain Raymond Snow.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping to examine and report.

AT A COURT OF DIRECTORS,

Held no Wedneſday the 29th March, 1780.

On a motion,

Ordered, That Mr. Oliver and Mr. Snodgraſs do ſurvey the laſt eight ſhips permitted to be built for the Company's ſervice;

and alſo the ſhips Queen and Latham, and report their ſtate and condition to the Committee of Shipping.

On reading the petition of Captain Daniel Griffiths Hoare, repreſenting that Mr. Hume, the huſband for building on the bottom of the late ſhip, Britiſh King, has not made any contract for that purpoſe; and requeſting, as the ſhip will loſe the benefit of the ſervice if her keel is not laid by the month of April next, that the Court would grant him leave to take the building of the ſaid ſhip upon himſelf and his friends. Vide App. No. 11.

Ordered, That the ſaid petition be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Friday the 7th April, 1780.

The petition of Captain Daniel Griffiths Hoare, referred the 29th of laſt month, to take the building of the ſhip, in the room of the Britiſh King, upon himſelf and friends being read, Vide App. No. 11.

Ordered, That a tranſcript of the above be tranſmitted Mr. Hume, and that he be acquainted the Committee will ſit next Tueſday, to receive any obſervations or reply he may make thereto.

Letter from Meſſrs. Oliver and Snodgraſs, dated the 5th inſtant, reporting the ſtate of the ſeveral ſhips now building; alſo the ſtate of the ſhips, Queen and Latham, which have compleated their fourth voyages. Vide App. No. 12.

Ordered, That the owners of the Queen and Latham be deſired to ſignify to the Committee, whether it will be agreeable to them to repair thoſe ſhips for a voyage to India, ſuppoſing the Court ſhould think it expedient for the Company's ſervice, to move the General Court for a ſuſpenſion of the 39th By-Law.

AT A COURT OF DIRECTORS,

Held Friday the 7th of April, 1780.

On ſeveral motions,

Ordered, That the Secretary do write to the owners of the late ſhips Dutton, Bute, Nottingham, and Northumberland, deſiring them to ſignify by whom they propoſe the ſhips to be built on their bottoms ſhall be reſpectively commanded.

That it be referred to the Committee of Shipping to enquire into the claim of the owners of the late ſhip Pacifick, (whoſe commander died on her fourth voyage) for leave to build on that bottom, and to report their opinion thereon.

AT

AT A COURT OF DIRECTORS,

Held on Monday the 10th April, 1780.

Vide App. No. 13. On reading a letter from George Wilſon, Eſq. dated the 8th inſt. adviſed that Captain Peter Stokes is propoſed to be commander of the new ſhip, to be built in the room of the Nottingham.

Ordered, That it be referred to the conſideration of the Committee of Shipping.

AT A COURT OF DIRECTORS,

Held on Tueſday the 11th April, 1780.

Vide App. No. 14. Letter from John Durand, Eſq. dated this day, being read, adviſing that Captain Henry Rice is propoſed to command the new ſhip, to be built in the room of the Dutton.

Ordered, That it be referred to the conſideration of the Committee of Shipping.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 12th April, 1780.

Vide App. No. 15. On reading a letter from John Mitford, Eſq. dated this day, adviſing that Captain James Rees is propoſed to command the new ſhip, building in the room of the Northumberland.

Ordered, That it be referred to the conſideration of the Committee of Shipping.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 19th April, 1780.

Vide App. No. 16. Letter from Henry Hinde Pelly, Eſq. dated the 18th inſtant, being read, adviſing that Captain Philip Bromfield is propoſed to command the new ſhip, to be built on the bottom of the Saliſbury.

Ordered, That it be referred to the conſideration of the Committee of Shipping.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 20th April, 1780.

Vide App. No. 17. Letter from George Stainforth, Eſq. under yeſterday's date, ſignifying that the owners of the Queen cannot undertake to repair her for one voyage only, but if it ſhould be thought proper to take her up for two voyages, he will immediately put her into proper repair, was read.

AT A COURT OF DIRECTORS,

On Thurſday the 27th April, 1780.

On reading a letter from Andrew Moffatt, Eſq. dated this day, adviſing that Captain Thomas Timbrill is propoſed to command the new ſhip, to be built in the room of the Bute. Vide App. No. 18.

Ordered, That it be referred to the conſideration of the Committee of Shipping.

AT A COMMITTEE OF SHIPPING,

On Friday the 28th April, 1780.

The Committee reſuming the conſideration of the petition from Captain Daniel Griffiths Hoare, commander of the late ſhip Britiſh King, to take the building of the ſhip in her room upon himſelf and friends, which petition was read in this Committee on the 7th inſtant. Vide App. No. 11.

Ordered, That Mr. Hume be deſired either to return an anſwer to the letter which was wrote him on the above day, or to attend the Committee on this Buſineſs next Wedneſday, and

That Captain Daniel Griffiths Hoare be directed to attend at the ſame time.

Meſſrs. Oliver and Snodgraſs having, in obedience to the Court's orders of the 29th March laſt, examined into the ſtate of the ſhips Queen and Latham, reported on the 5th inſtant, that as far as they were able to inſpect them afloat, they appeared, for ſhips which had performed their four voyages, to be in a very good ſtate, and George Stainforth and Andrew Moffatt, Eſquires, having ſeverally ſignified to this Committee by letters, under date the 19th and 27th inſtant, that the Owners are ready and willing to repair thoſe ſhips for two voyages to India. The Committee are of opinion, that under the apprehenſion of a want of tonnage for the ſeaſon 1780, it may be very proper for the Court to accept the above offer for one voyage certain, and upon the ſame being finiſhed, and either or both of thoſe ſhips appearing, upon a ſurvey, to be in a proper condition, it is preſumed a future Court of Directors will, in conſideration of the heavy expence of their repairs, agree to their being taken up for a ſixth voyage to India; and if this plan ſhould meet with the Court's approbation, the Committee apprehend it will be neceſſary to move the General Court, for a ſuſpenſion of the 39th By-Law, in favour of theſe two ſhips. Vide App. No. 12, Vide App. No. 17, 18.

And the ſame was reported to the Court.

The Committee taking into conſideration the references of Court of the 10th and 26th November, 1ſt and 3d December, and 1ſt March laſt; and alſo the 10th, 11th, 12th, 19th, and 27th inſtant, on the ſeveral letters from John Durand, Andrew Moffatt, George Wilſon, John Mitford, and Henry Hinde Pelly, Vide App. No. 20, 21, 22, 23, 24, 9, 13, 14, 15, 16, 19.

Eſquires, requeſting leave to build on the bottoms of the late ſhips Dutton, Bute, Nottingham, Northumberland, and Saliſbury, and adviſing the names of the gentlemen propoſed to command thoſe ſhips reſpectively; and as the Dutton, Nottingham, Northumberland and Saliſbury, are tendered very regularly with the gentlemen who commanded the old ſhips in their laſt voyages, the Committee are of opinion, that leave be given to build ſhips in their room, to be commanded by Captains Henry Rice, Peter Stoakes, James Rees, and Philip Bromfield; and that it be recommended to the Owners, in the ſtrongeſt terms, to get thoſe ſhips built as expeditiouſly as poſſible.

In regard to the ſhip Bute, the Committee have at preſent only to obſerve, that the Owners have tendered Captain Thomas Timbrill, inſtead of Captain Richard Bendy, who commanded the old ſhip on her laſt voyage.

And the ſame was reported to the Court.

On a motion,

Ordered, That Mr. Moffatt be deſired to ſignify the Owners reaſons for diſcontinuing Captain Bendy in the command of the new ſhip intended to be built on the bottom of the Bute; and that Mr. Sherſon, Captain Bendy's attorney, be acquainted, if he has any thing to offer on the ſubject; the Committee deſire it may be laid before them on Wedneſday next.

AT A COURT OF DIRECTORS,

Held on Tueſday the 2d May, 1780.

The Committee of Shipping in a report, dated the 28th ult. now read, acquainting the Court, that they have conſidered the ſeveral requeſts of John Durand, Andrew Moffatt, George Wilſon, John Mitford, and Henry Hinde Pelly, Eſquires, to build on the bottoms of the late ſhips Dutton, Bute, Nottingham, Northumberland, and Saliſbury; and adviſing the names of the gentlemen propoſed to command thoſe ſhips reſpectively. And as the Dutton, Nottingham, Northumberland, and Saliſbury are tendered very regularly with the Captains who commanded the old ſhips on their laſt voyages, the Committee offer it as their opinion, that leave be given to build ſhips in their room, to be commanded by Captains Henry Rice, Peter Stoakes, James Rees, and Philip Bromfield; and that it be recommended to the Owners, in the ſtrongeſt terms, to get thoſe ſhips built as expeditiouſly as poſſible. The Committee further report, that with regard to the ſhip Bute, they have at preſent only to obſerve, that the Owners have tendered Captain Thomas Timbrill, inſtead of Captain Richard Bendy, who commanded the old ſhip in her laſt voyage.

Reſolved, That this Court doth agree in opinion with the ſaid Committee.

The ſaid Committee in a further report, dated the ſame day, now alſo read, acquainting the Court, that Meſſrs. Oliver and

Snodgraſs have examined into the ſtate of the ſhips Queen and Latham, and reported, that as far as they were able to inſpect them afloat, they appeared, for ſhips which had performed their four voyages, to be in a very good ſtate; and the Owners having ſignified, that they are ready and willing to repair thoſe ſhips for two voyages to India.—The Committee offer as their opinion, that under the apprehenſion of a want of tonnage for the ſeaſon 1780, it may be very proper for the Court to accept the above offer for one voyage certain; and upon the ſame being finiſhed, and either or both of thoſe ſhips appearing, upon a ſurvey, to be in a proper condition, it is preſumed a future Court of Directors will, in conſideration of the heavy expence of their repairs, agree to their being taken up for a ſixth voyage to India. And the Committee apprehend it will be neceſſary to move the General Court, for a ſuſpenſion of the 39th By-Law, in favour of theſe two ſhips.

Reſolved, That this Court doth agree in opinion with the ſaid Committee.

AT A COMMITEE OF SHIPPING,

On Wedneſday the 3d May, 1780.

Letter from Andrew Moffatt, Eſq. dated the 1ſt inſtant, and from Mr. Robert Sherſon, attorney to Captain Bendy, under the ſame date, accompanying a memorial on the ſubject of Captain Bendy's not being tendered for the new ſhip, in the room of the Bute, being read, and the Committee taking the ſame into conſideration, made the following report to the Court, viz. Vide App. No. 25. No. 26, 27.

Mr. Moffatt having, ſince the Committee's report of the 28th of laſt month, acquainted the Committee, by letter, under date the 1ſt inſtant, that the reaſon of his tendering Captain Timbrill for the command of a new ſhip on the bottom of the Bute, inſtead of Captain Bendy, who commanded the old ſhip on her laſt voyage, was, that the Owners thought Captain Bendy's conduct, in ſeveral inſtances, very reprehenſible; the Committee offer, as their opinion, that Mr. Moffatt have leave to build a ſhip, in the room of the Bute, to be commanded conditionally by Captain Richard Bendy, if he ſhould be acquitted by the Court of Directors of the charges which the Owners have intimated they have againſt him; and, provided alſo, he ſhall appear innocent of the accuſation againſt him for illicit trade on his laſt voyage. Vide App. No. 25.

The Committee having, in purſuance of the reference of Court of the 7th of laſt month, examined into the claim of the Owners of the late ſhip Pacifick (whoſe commander died on her fourth voyage) for leave to build a ſhip in her room; and having conſulted the Company's Solicitor thereon, the Committee offer, as their opinion, to the Court, that the ſaid ſhip, under the 41ſt By-Law, is a lapſed bottom.

Letter

Vide App. No. 28. Letter from Alexander Hume, Eſq. dated the 2d, repreſenting, that from ſome very particular buſineſs, it is not in his power to attend the Committee to-day, but that he ſhall be ready to wait on them next week, being read,

Ordered, That Mr. Hume be acquainted, the Committee, with a view of accommodating him, have adjourned the conſideration of the buſineſs relative to the Britiſh King, to Tueſday next, when the Committee intend to come to a final determination thereon.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 3d May, 1780.

On reading a report from the Committee of Shipping, dated this day, being read,

Reſolved, That Andrew Moffatt, Eſq. have leave to build a ſhip, in the room of the Bute, to be commanded conditionally by Captain Richard Bendy, if he ſhould be acquitted by this Court of the charges which the Owners have intimated they have againſt him; and, provided alſo, he ſhall appear innocent of the accuſation againſt him for illicit trade in his laſt voyage.

The ſaid Committee in another report, dated this day, now alſo read, acquainting the Court, that they have examined into the claim of the Owners of the late ſhip Pacifick (whoſe commander died on her fourth voyage) for leave to build a ſhip in her room; and having conſulted the Company's Solicitor thereon, they offer it, as their opinion, that the ſaid ſhip, under the 41ſt By-Law, is a lapſed bottom.

Reſolved, That this Court doth agree in opinion with the ſaid Committee.

Vide App. No. 29. On reading the requeſt of Barrington Buggin, Eſq. for permiſſion to build a new ſhip on the bottom of the Ankerwyke, to be commanded by Captain James Barwell, and to be taken up whenever the Company's ſervice may require it.

Ordered, That it be referred to the Committee of Shipping to examine and report.

Vide App. No. 30, 31. On reading a letter from Captain Daniel Griffiths Hoare, dated the 20th ult. encloſing an affidavit in ſupport of his petition for leave to build on the bottom of the late ſhip Britiſh King: and

Vide App. No. 32. Letter from Patrick Maitland, Eſq. dated 14th ult. requeſting that Captain Bendy's name may be inſerted in the permiſſion to build a new ſhip on the bottom of the Bute.

Ordered, That the ſaid letters be referred to the conſideration of the Committee of Shipping.

AT

AT A COMMITTEE OF SHIPPING,

On Thurſday the 4th May, 1780.

The following letters referred by order of Court, 3d inſtant, were read, viz. From Captain Hoare, encloſing an affidavit, in ſupport of his petition, for leave to build on the bottom of the ſhip Britiſh King. Vide App. No. 30, 31.

From the Honorable Patrick Maitland, requeſting that Captain Bendy's name may be inſerted in the permiſſion to build on the bottom of the Bute. Vide App. No. 32.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 9th May, 1780.

The Committee in conſequence of the reference of Court of the 29th of March laſt, reconſidered their report of the 10th December laſt; and Vide App. No. 33.

Letter from Alexander Hume, Eſq. dated this day, being read; alſo Vide App. No. 34.

Letter from Captain D. G. Hoare, likewiſe dated this day, both on the ſubject of a new ſhip, to be built on the bottom of the Britiſh King; and thoſe gentlemen being ſeverally called in, and the Committee having conferred with them thereon, made the following report to the Court, viz. Vide App. No. 35, 36.

The Committee have, in conſequence of the reference of Court of the 29th March laſt, reconſidered their report of the 10th December laſt, and as from the ſcarcity of hands, and a variety of other circumſtances of a public nature, relative to ſhip-building, it will be impoſſible to inſure the launching of the ſeveral ſhips mentioned in that report, in the courſe of the year 1780; the Committee do now offer, as their opinion, that that part of their ſaid report, recommending that the bottoms of ſuch ſhips which do not launch within that period ſhall drop, be reſcinded.

The Committee have alſo taken into conſideration the references of Court of the 29th March laſt, and 3d inſtant, on the applications from Captain Daniel Griffiths Hoare, repreſenting that Mr. Hume has not made any contract for building on the bottom of the late ſhip Britiſh King, and requeſting leave to take the building of the ſaid ſhip on himſelf and friends; and ſeveral papers having been laid before the Committee, in the courſe of this buſineſs; and among others, a letter from Alexander Hume, Eſq. dated this day, wherein he declines building on the bottom of the Britiſh King; and having alſo ſignified, verbally, in a conference with the Committee to-day, that he does not mean to interfere with Captain Hoare's building a ſhip in her room, and gives up his claim to Captain Hoare. And Captain Hoare in a letter likewiſe, dated this day, making a tender of a ſhip, to be laid down immediately, which he flatters himſelf Vide App. No. 11, 30, 31. Vide App. No. 29. Vide App. No. 35, 36.

will be launched by the 21ſt March next. The Committee upon a view of the whole, and conſidering the affair as amicably terminated between the two parties, do offer, as their opinion, that Captain Hoare have leave to build a ſhip on the bottom of the Britiſh King; and that he be enjoined to uſe every exertion, on his part, for her being expeditiouſly built.

AT A COURT OF DIRECTORS,

Held on Tueſday the 9th May, 1780.

A report from the Committee of Shipping, dated this day, being read.

Reſolved, That for the reaſons therein mentioned, ſuch part of the report from the ſaid Committee, dated the 10th December laſt, which was read in Court the ſame day, recommending that the bottoms of ſuch ſhips therein-mentioned, as are not launched within the year 1780, ſhould drop, be reſcinded, and that the other parts of the ſaid report of the 10th December be approved.

That Captain Daniel Griffiths Hoare have leave to build a ſhip on the bottom of the Britiſh King, and that he be enjoined to uſe every exertion, on his part, for her being built as expeditiouſly as poſſible.

Vide App. No. 37. On reading a letter from John Durand, Eſq. dated the 6th inſtant, requeſting, that as the ſhip Lord North, by her being driven on ſhore, has loſt the ſeaſon, and as her repairs will be attended with a conſiderable expence to the Owners, ſhe may be permitted to go the ſame number of voyages as may be granted to the ſhips Queen and Latham; alſo,

Vide App. No. 38. Letter from Gilbert Slater, Eſq. dated this day, requeſting, that the Court would reconſider the 41ſt By-Law, as he apprehends it does not affect the bottom of the ſhip Pacifick.

Ordered, That the ſaid letters be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 10th May, 1780.

The following letter was read, viz.

Vide App. No. 39. From Meſſrs. Robert Peckham and Robert Williams, renewing their tender of the ſhip Modeſte for the Company's ſervice.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 17th May, 1780.

Vide App. No. 37. Purſuant to reference of Court of the 9th inſtant, the Committee have conſidered the requeſt of John Durand, Eſq. repreſenting, that in conſequence of the damage to the Lord North

in February laſt, from the accident of her being drove aſhore at Deptford, that ſhip muſt be thoroughly repaired, which will be attended with a conſiderable expence to the Owners; therefore requeſting ſhe may be permitted to go the ſame number of voyages as may be granted to the ſhips Queen and Latham. The Committee are of opinion, that the ſhip Lord North ſhould be ſufficiently repaired, in the uſual manner, for a fourth voyage; and that the Court ſhould reſerve to themſelves the right of determining, at a future time, as to the propriety of this ſhip being entertained for any greater number of voyages.

And the ſame was reported to the Court.

Purſuant to reference of Court of the 9th inſtant, the Committee have conſidered the letter from Gilbert Slater, Eſq. deſiring the Court will reconſider the 41ſt By-Law, as he preſumes it does not affect the Pacifick's bottom, and having conferred with Mr. Slater thereon, the Committee ſee no reaſon to depart from the opinion, which the Committee offered in their report of the 3d inſtant, "That the ſaid ſhip, under the 41ſt By-Law, is a lapſed "bottom." Vide App. No. 38.

And the ſame was likewiſe reported to the Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 17th May, 1780.

The Committee of Shipping in a report, dated this day, now read, acquainted the Court, that they have conſidered the requeſt of John Durand, Eſq. that the ſhip Lord North, on account of the expence which will attend her repair, may be permitted to go the ſame number of voyages as may be granted to the ſhips Queen and Latham; and offering, as their opinion, that the Lord North ſhould be ſufficiently repaired in the uſual manner, for a fourth voyage; and, that the Court ſhould reſerve to themſelves the right of determining, at a future time, as to the propriety of this ſhip being entertained for any greater number of voyages.

Reſolved, That this Court doth agree in opinion with ſaid Committee.

The ſaid Committee in a further report, dated this day, now read, acquainting the Court, that they have conſidered the letter from Gilbert Slater, Eſq. deſiring the Court would reconſider the 41ſt By-Law, as he preſumes it does not affect the Pacifick's bottom; and reporting, that they ſee no reaſon to depart from their former opinion, "That the ſaid ſhip, under the 41ſt By-"Law, is a lapſed bottom."

Reſolved, That this Court doth agree in opinion with the ſaid Committee.

AT

AT A COMMITTEE OF SHIPPING,

On Tueſday the 23d May, 1780.

On a motion,

Ordered, That Mr. Snodgraſs do make a monthly report to this Committee of the ſtate of the new ſhips building.

AT A COMMITTEE OF SHIPPING,

On Friday the 26th May, 1780.

Vide App. No. 40. Report of the progreſs of ſhips building for the Company's ſervice, dated the 24th inſtant, was laid before the Committee, by Mr. Snodgraſs; and

Mr. Perry and Mr. Wells being ſeverally called in, the Committee conferred with them relative to the ſhips mentioned in the ſaid report, to be building by them reſpectively, and they withdrew.

And a motion being then made,

Ordered, That Meſſrs. Randall, Gray and Brent, and Meſſrs. Adams and Barnard, be deſired to acquaint the Committee, on Wedneſday next, either perſonally or by letter, with the ſtate of the Company's ſhips building, or to be built, at their ſeveral yards.

Vide App. No. 41. Letter from Mr. John Perry and Co. dated this day, was read, and the Committee, upon taking the ſame into conſideration, made the following report to the Court, viz.

Mr. John Perry and Co. having repreſented to this Committee, that it will be in their power to build, for the ſervice of the enſuing ſeaſon, another ſhip, in addition to the three now building at their yard at Blackwall, which are in great forwardneſs, provided they are indulged with permiſſion to build ſuch fourth ſhip 36 feet broad; which requeſt they make on account of their moulds being made to that dimenſion, and much time would be loſt in making new ones; the Committee are therefore of opinion, that from the advantages to be derived from an additional ſhip, in the preſent ſcarcity of tonnage, Mr. Perry and Co. be permitted to build ſuch ſhip 116 feet keel, and 36 feet broad, provided it is agreeable to the Owners of the Bute (which is the ſhip alluded to) and the Court ſhould think proper, for the reaſons before-mentioned, to diſpenſe with their order of the 1ſt December laſt, reſpecting the dimenſions of ſhips to be built for the Company's ſervice.

Vide App. No. 29. The Committee taking into conſideration the reference of Court of the 3d inſtant, on the requeſt of Barrington Buggin, Eſq. and

A con-

A conjectural ſtate of ſhips for the year 1781, being likewiſe laid before the Committee, it was, on conſidering the ſame, agreed to report the Committee's opinion, on thoſe two points, to the Court, in the following manner, viz. Vide App. No. 42.

The Committee have conſidered the reference of Court of the 3d inſtant, on the requeſt of Barrington Buggin, Eſq. to build a ſhip on the bottom of the Ankerwyke, to be commanded by Captain Barwell; and as five ſhips only have been named, of the ſix, which the Court, on the 23d March laſt, agreed ſhould be built; and as the Ankerwyke, from the circumſtances of the Pacifick being pronounced a lapſed bottom, ſtands next in turn, the Committee are of opinion, Mr. Buggin's requeſt to build on that bottom, to be commanded by Captain Barwell, be complied with, under a particular recommendation to Mr. Buggin, to cauſe the ſaid ſhip to be built as expeditiouſly as poſſible. Vide App. No. 29.

The Committee having cauſed a ſtate of the Shipping in the Company's ſervice, to be drawn out in order to form a conjecture of the probable number for the year 1781. It appears, that without making any allowance for the dangers of the ſeas or enemy, fourteen ſhips only can be expected home in the year 1781, (excluſive of thoſe on their fourth voyages) which ſhips are the Fox, Norforlk, Earl of Oxford, Halſewell, Atlas, Ceres, Earl of Sandwich, True Britain, Walpole, Duke of Kingſton, Stormont, Laſcelles, London and York. Vide App. No. 42.

The four laſt-mentioned ſhips, are the only ſhips of the exports of 1779, brought into this account; the Royal Charlotte is purpoſely omitted, as being the St. Helena, Bombay and China ſhip, to arrive in 1782; the Contractor and Ponſborne, bound to Madras and China, having ſailed from England the 3d of laſt month, cannot be expected in 1781; and as the other ſhips of the ſeaſon 1779, ſtill to ſail, are very late, their return in the year 1781 becomes extremely doubtful, and are therefore likewiſe omitted.

So that, adding to the above 14 ſhips, expected to arrive in 1781, ſuch new ſhips as may launch in 1781, of thoſe which have already leave to build (including the Ankerwyke) which are calculated at five ſhips, the ſupply for the exports of that ſeaſon probably will not exceed nineteen ſhips; from which conſideration the Committee offer, as their opinion, that leave be given for building on the next ten ſhips in turn below the Ankerwyke, on the managing Owners making the neceſſary application for the ſame, and provided the Court ſhall approve of the gentlemen named by the Owners to command the new ſhips.

And the ſame were accordingly reported to the Court.

AT A COURT OF DIRECTORS,

Held on Friday the 26th May, 1780.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the order of Court of the 1ſt December laſt, reſpecting the dimenſions of ſhips to be built for the Company's ſervice, be diſpenſed with in this inſtance, and that Meſſrs. John Perry and Co. be permitted to build a ſhip on the bottom of the Bute, if the Owners conſent thereto of 116 feet keel, and 36 feet broad.

The ſaid Committee in a further report, dated this day, now read, acquainting the Court, that as five ſhips only have been named, of the ſix, which the Court, on the 23d March laſt, agreed ſhould be built; and as the ſhip Ankerwyke, from the circumſtance of the Pacifick being pronounced a lapſed bottom, ſtands next in turn, they ſubmit as their opinion, that Barrington Buggin, Eſq. be permitted to build a ſhip on her bottom, to be commanded by Captain James Barwell, and that it be recommended to him to cauſe the ſaid ſhip to be built as expeditiouſly as poſſible.

The Committee further reporting, that having cauſed a ſtate of the ſhipping in the Company's ſervice to be drawn out, in order to form a conjecture of the probable number for the year 1781, it appears, without making any allowance for the dangers of the ſeas or of the enemy, fourteen ſhips only can be expected home in the year 1781 (excluſive of thoſe on their fourth voyages) which ſhips are the Fox, Norfolk, Earl of Oxford, Halſewell, Atlas, Ceres, Earl of Sandwich, True Briton, Walpole, Duke of Kingſton, Stormont, Laſcelles, London and York.

The four laſt-mentioned ſhips are the only ones of the exports of 1779, brought into this account; the Royal Charlotte is purpoſely omitted, as being the St. Helena, Bombay and China ſhip to arrive in 1782; the Contractor and Ponſborne, bound to Madras and China, having ſailed from England the 3d of laſt month, cannot be expected in 1781; and as the other ſhips of the ſeaſon of 1779, ſtill to ſail, are very late, their return in the year 1781 becomes extremely doubtful, they are therefore likewiſe omitted.

So that, adding to the above fourteen ſhips, expected to arrive in 1781, ſuch new ſhips as may be launched in that year, of thoſe which have already leave to build (including the Ankerwyke) which are calculated at five ſhips, the ſupply for the exports of that ſeaſon will probably not exceed nineteen ſhips; from which conſideration the Committee offer, as their opinion, that leave be given for building on the next ten bottoms in turn below the Ankerwyke, on the managing Owners making the neceſſary application for the ſame, and provided the Court ſhall approve of the gentlemen named by the Owners to command the new ſhips.

 Reſolved,

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Reſolved, That this Court doth agree in opinion with the ſaid Committee.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 31ſt May, 1780.

Mr. Barnard being with the Committee, and examined as to the ſtate of the ſhips building at Mr. Adams's, and his yard, he repreſented he is apprehenſive they ſhall not have it in their power to launch more than one ſhip for the Company's ſervice by March next, of the two ſhips they have contracted for; and that the other ſhip, with two more, he thinks, they ſhould be able to launch in the courſe of next ſeaſon.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 31ſt May, 1780.

On a motion,

Ordered, That the letter from Meſſrs. Peckham and Williams, read in Court the 10th inſtant, renewing their tender of the ſhip Modeſte for the Company's ſervice, be referred to the Committee of Shipping, to examine and report. Vide App. No. 39.

The following letters being read, viz.

From Henry Hinde Pelly and John Raymond, Eſquires, dated this day, requeſting permiſſion to build new ſhips, in the room of the late ſhips Prince of Wales and Talbot, to be commanded by Captains Jonathan Court and Raymond Snow. Vide App. No. 43, 44.

Ordered. That the ſaid letters be referred to the conſideration of the Committee of Shipping.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 1ſt June, 1780.

The Committee taking into conſideration the reference of Court of yeſterday, on the letter from Meſſrs. Williams and Peckham, renewing their tender of the ſhip Modeſte. Vide App. No. 39.

Ordered, That Mr. John Perry and Co. and Meſſrs. John and William Wells be deſired, if they have no particular objection, to attend the ſurvey of the above ſhip, and, jointly with the Company's officers, to report what repairs are neceſſary to make her fit for the Company's ſervice, ſuppoſing it ſhould be judged proper to employ her the enſuing ſeaſon, and

That the ſame be communicated to Meſſrs. Williams and Peckham for their giving the neceſſary directions, if they ſhall think proper for her being prepared for a ſurvey at an early day.

Captain

Captain Hoare being called in, and examined as to the ſituation of the ſhip to be built on the bottom of the Britiſh King, was enjoined to uſe every exertion for her being launched by the 21ſt March next, the time mentioned in a former letter.

On a motion,

Ordered, That Captain Newte, who it is intimated is the managing Owner of the ſhip building on the bottom of the Dutton, be deſired to attend this Committee, reſpecting that ſhip, on Wedneſday next.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 7th June, 1780.

The following letters were read, viz.

Vide App. No. 45. From Mr. John Perry and Co. dated the 2d: and

Vide App. No. 46. Mr. William Wells, this day, expreſſing their readineſs to attend the ſurvey of the ſhip Modeſte.

Vide App. No. 47. From Meſſrs. Randall, Gray and Brent, the 5th inſtant, that they intend to launch the new ſhip, in the room of the Valentine, next September; and have, at preſent, no other contract for the Company's ſervice.

Vide App. No. 48, 49. From Captain Rice the 2d and 6th inſtant, that Captain Newte is not acting for himſelf at preſent: and adviſing the ſtate of the new ſhip, building in the room of the Dutton.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 7th June, 1780.

On a motion,

Ordered, That tenders for ſhips to be entertained in the Company's ſervice, the enſuing ſeaſon, be received on Wedneſday the 21ſt inſtant, and that notice be given thereof, agreeably to the draft of an advertiſement now read and approved, as follows:

"Eaſt-India-Houſe, 7th June, 1780.

"The Court of Directors of the United Company of Merchants of England, trading to the Eaſt-Indies, do hereby give notice, that they are ready to receive propoſals at any time on or before the 21ſt day of June next, from any perſons, on what terms and conditions they are willing to let their ſhips to China, and all parts of the Eaſt-Indies, for the enſuing ſeaſon, to be chartered at builders contract tonnage: and the kintlage to be conſidered as part thereof; each propoſal being made by two of the Owners and Captain, in writing, expreſſing the names of all the Owners, alſo the Builder's contract tonnage of the ſhip; and that the ſame be ſeverally ſealed up and left with the Secretary, in order to be laid before this Court."

On reading a letter from Meſſrs. John Perry and Co. dated this day, requeſting, as the Owners of the late ſhip Bute have declined to build for the enſuing ſeaſon, that they may be permitted to build a fourth ſhip for the Company's ſervice, 36 feet broad, upon any bottom for which their friends have the Court's authority to proceed; alſo Vide App. No. 50.

The ſeveral requeſts of Gilbert Slater and Henry Boulton, Eſquires, for leave to build new ſhips for the Company's ſervice, in the room of the Triton and Duke of Cumberland, to be commanded by Captains William Elphinſtone and Auguſtus Savage. Vide App. No. 51, 52.

Ordered, That the ſaid letter and requeſts be referred to the Committee of Shipping, to examine and report.

AT A COMMITEE OF SHIPPING,

On Friday the 16th June, 1780.

Mr. John Perry and Co. having ſignified in their letter of the 7th inſtant (referred by order of Court the ſame day) that the Owners of the late ſhip Bute, have declined to agree for a ſhip to be built for the enſuing ſeaſon, therefore requeſting the Court will extend their indulgence of the 26th of laſt month (for building a fourth ſhip at their yard of 36 feet beam) to any other bottom on which the Owners have the Court's authority to proceed: the Committee are of opinion, that the requeſt of Mr. Perry and Co. be complied with, for the reaſons ſubmitted in this Committee's report of the ſaid 26th of laſt month; ſuch fourth ſhip being launched in time, for the ſervice of the ſeaſon 1780. Vide App. No. 50.

And the ſame was reported to the Court.

The Committee having taken into conſideration the references of Court of the 28th July, 1779; 18th January, 9th February, 23d March, 31ſt May, 1780; and 7th inſtant, on ſeveral applications of gentlemen to build on the bottoms of ſhips, worn out in the Company's ſervice; the Committee offer, as their opinion to the Court, that leave be given to the under-mentioned gentlemen to build on the following bottoms, in part of the ten mentioned in this Committee's report of the 26th of laſt month; ſuch ſhips being built under the regulations of Court of 1ſt December laſt, in regard to their dimenſions, and with a particular recommendation to the Owners for their being compleated as expeditiouſly as poſſible, viz. Vide App. 53, 5, 8, 10, 43, 44, 51, 52.

John Raymond, Eſq. to build on the Talbot, to be commanded by Captain Raymond Snow. Gilbert Slater, Eſq. on the Triton, to be commanded by Captain William Elphinſtone. William Larkins, Eſq. on the Lioneſs, to be commanded by Captain Thomas Larkins. Henry Hinde Pelly, Eſq. on the Prince of Wales, to be commanded by Captain Jonathan Court. Henry Boulton, Eſq. on the Duke of Cumberland, to be commanded by Captain Auguſtus Savage.

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AT A COURT OF DIRECTORS,

Held on Friday the 16th June, 1780.

Two reports from the Committee of Shipping, dated this day, being read,

Reſolved, That leave be given to the under-mentioned gentlemen, to build on the following bottoms, in part of the ten mentioned in the reſolution of Court of the 26th ultimo, ſuch ſhips being built under the regulations of this Court of the firſt December laſt, reſpecting their Dimenſions, and with a particular recommendation to the Owners for their being compleated as expeditiouſly as poſſible, viz.

John Raymond, Eſq. To build a new ſhip on the bottom of the Talbot, to be commanded by Captain Raymond Snow.

Gilbert Slater, Eſq.	Triton - - -	Wm. Elphinſtone.
William Larkins, Eſq.	Lioneſs - - -	Thomas Larkins.
Henry Hinde Pelly, Eſq.	Prince of Wales -	Jonathan Court.
Henry Boulton, Eſq.	Duke of Cumberland,	Auguſtus Savage.

That the indulgence granted to Meſſrs. John Perry and Co. on the 26th ult. for building a fourth ſhip at their yard, 36 feet beam, be extended to any other bottom on which the Owners have the Court's authority to build, as the Owners of the late ſhip Bute have declined to build for the enſuing ſeaſon, ſuch fourth ſhip being launched in time, for the ſervice of the ſeaſon of 1780.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 20th June, 1780.

The following letters were read, viz.

Vide App. No. 54. Letter from William Wells, Eſq. dated the 15th, inſt. encloſing joint report of the ſurvey of the ſhip Modeſte, by himſelf, Mr. Perry and Co. Captain Oliver, and Mr. Snodgraſs.

Vide App. No. 55, 56. The report of the ſaid ſurvey, under date the 13th, and the particulars therein referred to in that part, which precedes the firſt article on the obſervations on the defects of the ſhip.

Vide App. No. 57. Letter from Meſſrs. Williams and Peckham the 16th, ſtating the conditions on which they are deſirous of tendering the ſhip Modeſte, and

The Committee, upon taking thoſe ſeveral papers into conſideration, made the following report to the Court, viz.

The Committee have taken into conſideration the reference of Court of the 31ſt of laſt month, on the letter from Meſſrs. Peckham and Williams, renewing their former tender of the ſhip Modeſte; and the Committee having judged it neceſſary, pre-

Vide App. No. 39.

vious to their offering any opinion thereon, to be informed of the particular ſtate of the ſhip, deſired Mr. Wells and Mr. Perry to ſurvey, and, jointly with the Company's officers, to report what repairs are neceſſary to make her fit for the Company's ſervice; which requeſt thoſe gentlemen complied with, ſtating very fully, in a joint report with Captain Oliver and Mr. Snodgraſs, the particulars of the defects, and the remedies propoſed. Meſſrs. Williams and Peckham, having alſo in a letter to this Committee, under date the 16th inſtant, ſignified their readineſs to lengthen and repair the ſaid ſhip, as recommended in the report beforementioned; and having alſo intimated their intentions, that ſhe ſhall be commanded by a gentleman, who has already been in that ſtation in the Company's ſervice; likewiſe tendering her at her builder's tonnage, for two voyages, on the ſame terms and conditions, as the other ſhips ſhall be taken up this ſeaſon; and that they do not mean, on the ſaid ſhip's being diſcontinued, to make any claim for building on her bottom.

Vide App. No. 57.

The Committee, on conſidering the ſeveral papers beforementioned, do offer, as their opinion, that the ſhip Modeſte be, upon the ſeveral conditions ſtated in the letter from Meſſrs. Williams and Peckham, taken up for one voyage certain, leaving it to a future Court of Directors to determine upon the concluſion of the firſt voyage, as to the propriety of her being again employed in this ſervice; and that, with reſpect to her tonnage, ſhe be chartered at her preſent builder's meaſurement, and put upon the ſame terms as the York, Royal Charlotte, and other ſhips of laſt year, in regard to the increaſed tonnage, ariſing from the circumſtance of her being lengthened.

AT A COURT OF DIRECTORS,

Held on Tueſday the 20th June, 1780.

A report from the Committee of Shipping, dated this day, being read.

Reſolved, That the ſhip Modeſte be taken up for one voyage certain, on the ſame terms and conditions as the ſhips of the enſuing ſeaſon, leaving it to a future Court of Directors to determine upon the concluſion of the firſt voyage, as to the propriety of her being again employed in this ſervice; and that, with reſpect to her tonnage, ſhe be chartered at her preſent builder's meaſurement, and put upon the ſame terms as the York, Royal Charlotte, and other ſhips of laſt year, in regard to the increaſed tonnage, ariſing from the circumſtance of her being lengthened; alſo upon the condition of her being commanded by a gentleman, who has already been a Commander in the Company's ſervice, and of the Owners not making any claim to build upon the ſaid ſhip's bottom, when ſhe may be diſcontinued.

On reading the requeſt of Peter Dore, Eſq. for permiſſion to build a ſhip, on the bottom of the Lord Camden, for the

Vide App. No. 58.

the Company's ſervice, to be commanded by Captain John Reddall.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND, TRADING TO THE EAST-INDIES,

Held on Wedneſday the 21ſt June, 1780.

The Chairman acquainted the Court, that it is appointed at this Court to conſider of ſuſpending the 39th By-Law for one year, from this day.

And the ſaid By-Law being read; it was on the queſtion,

Reſolved, That the 39th By-Law be ſuſpended for one year, from this day.

AT A COURT OF DIRECTORS,

Held on Friday the 23d June 1780.

Vide App. No. 59.

The tenders of the following ſhips being now opened were read, viz.

The	Lord North	Captn. William Hambly.
	Southampton	John Lennox.
	Naſſau	Arthur Gore.
	Latham	John Prince.
	Queen	Peter Douglas.
	Royal Henry	Henry Dundas.
	Calcutta	William Thomſon.
	Alfred	James Brown.
	Norfolk	Saml. Chas. Bonham.
	New Ship	Arthur Morris.
	Ditto	James Ogilvie.
	Ditto	Samuel Rogers.
	Ditto	Charles Gregorie.
	Ditto	Danl. Griffiths Hoare.
	Ditto	Peter Stoakes.
	Ditto	James Buggin.
	Ditto	Nathl. Paul.
	Ditto	James Rees.
	Ditto	Philip Bromfield.
	Ditto	Daniel Clarke.

Each ſhip being propoſed to be let at builder's contract tonnage for Bencoolen or China at £.36 : 10ſ. per ton, and for all other parts of India at £.39 : 10ſ. per ton, demorage at one ſhilling per ton per day on 500 tons, and the immediate payment of all demorrage that ſhall become due at the time each ſhip ſhall leave her laſt port in England; to be impreſſed at £.3 per ton on

on the builder's contract tonnage ; the Company to pay all advance of ſeaman's wages above 26ſ. per month, and the Owners having compleatly manned the ſhip, the Company to pay ten guineas a head for replacing all ſuch men as may be impreſſed or taken out, at or after her departure from the Hope, and to continue paying the like ſum per head as often as the men ſhall be ſo impreſſed and taken away, before the ſhip's final departure from England. To pay the diet of the ſoldiers from the time of their firſt going on board until the ſhip's departure from the laſt port in England, at the rate of one ſhilling per man per day, and to be allowed the ſame during the ſhip's ſtay in any port on her voyage out and home, alſo to pay the paſſage of the ſoldiers at the rate of £.15 per head. The ſhip to carry kintledge in proportion as 80 tons are to 657 tons burthen ; the ſaid kintledge to be reckoned as part of the ſhip's tonnage, and to be paid for by the Company at the whole freight. Demorage to be paid the Owners for the whole time of the ſhip's detention at Madeira, or at any other port or place where ſhe may be detained longer than ten days, either on the Company's account or for convoy. The freight to be punctually paid agreeably to the expreſs terms of the Charter-Party; and to be ſubject to all other articles and regulations under which the ſhips were taken up laſt year.

Ordered, That it be referred to the Joint Committee of Correſpondance and Shipping to confer with the Owners on the ſaid tenders, and to conſider what freights are proper to be given for the ſhips to be employed in the Company's ſervice the enſuing ſeaſon and to report.

Letter from Gilbert Slater, Eſq. dated the 21ſt inſtant, offering the new ſhip in the room of the Triton, Captain William Elphinſtone, in order to preſerve his claim, and acquainting the Court that he will do his utmoſt to get her ready, was read. Vide App. No. 60.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 28th June, 1780.

Letter from Mr. Gabriel Snodgraſs, the 24th inſtant, reporting the progreſs of ſhips building for the Company's ſervice, was read.

Purſuant to reference of Court of the 20th inſtant, the Committee have taken into conſideration a letter from Peter Dore, Eſq. requeſting leave to build on the bottom of the Lord Camden, to be commanded by Captain John Reddall ; and as this ſhip is one of the ten, mentioned in this Committee's Report of the 26th of laſt month, the Committee offer as their opinion to the Court, that Mr. Dore's requeſt be complied with, ſuch ſhip being built conformably to the order of Court of the 1ſt December, in regard to dimenſions, and that it be particularly recommended to the Owners, to have her compleated as expeditiouſly as poſſible.

Vide App. No. 61.

Vide App. No. 58.

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AT A COURT OF DIRECTORS,

Held on Wedneſday the 28th June, 1780.

A report from the Committee of Shipping dated this day, being read.

Reſolved, That Peter Dore, Eſq. have leave to build a new ſhip on the bottom of the Lord Camden to be commanded by Captain John Reddall, ſuch ſhip being built conformably to the order of Court of the 1ſt December laſt, in regard to dimenſions, and that it be particularly recommended to the Owners to have her compleated as expeditiouſly as poſſible.

AT A JOINT COMMITTEE OF CORRESPONDANCE AND SHIPPING,

On Tueſday the 6th July, 1780.

The Committee having taken into conſideration the reference of Court of the 23d of laſt month, as to what freights are proper to be given for the ſhips of the enſuing ſeaſon, and

Vide App. No. 62. A ſtatement of the difference in the prices of building and fitting out a new ſhip in 1779 and 1780, as drawn out by Captain Oliver, being likewiſe laid before this Committee, alſo

The following abſtract of the preſent tenders, and the terms given laſt year, viz.

Terms of the preſent tenders.	Terms agreed upon laſt year.
Freight to China and Bencoolen £.36 : 10s. per ton.	£.34 per ton.
All other parts £.39 : 10s.	£.37
Demorage 1s. per ton per day on 500 tons, and immediate payment of all ſuch as may be due on the ſhip's departure from England.	Demorage 10d. per ton per day on 500 tons, and immediate payment of all ſuch as may be due over and above 20 days, on the ſhip's ſailing from England.
Impreſs £.3 per ton, on builder's contract tonnage.	The ſame.
Wages. The Company to pay all advance above 26s. per month: alſo 10 guineas a head for replacing ſuch ſeamen as may be impreſſed, or taken out at or after the ſhip's departure from the Hope.	The ſame.
N. B. Several of the tenders expreſs before or after the ſhip's departure from the Hope.	
Diet 1s. per man per day.	The ſame.
Paſſage £.15 per head.	£.14 per head.

Kintledge

Terms of the preſent tenders.	Terms agreed upon laſt year.
Kintledge in the proportion of 80 to 657 tons, and to be paid for at whole freight.	
Demorage at Madeira, or at any other place, where the ſhips may be detained longer than 10 days, either on the Company's account or for convoy.	The ſame. Demorage allowed after 10 working days at Madeira only.
Freight to be punctually paid agreeably to Charter-Party.	

Reſolved unanimouſly, That this Committee are of opinion £.35 per ton from China and Bencoolen, and £.38 per ton from all other parts of India are proper freights to be given the enſuing ſeaſon, and that the ſhips in all other reſpects be upon the ſame terms and conditions as the ſhips of laſt ſeaſon.

Ordered, That the Managing Owners of the ſeveral ſhips be deſired to meet this Committee, reſpecting their tenders, on Tueſday next, at one o'clock preciſely.

AT A JOINT COMMITTEE OF CORRESPONDANCE AND SHIPPING,

On Tueſday the 11th July, 1780.

The tranſactions of the Joint Committee on the 6th inſtant were read, and upon the queſtion being put, were unanimouſly approved.

The ſeveral Managing Owners, whoſe names are mentioned in the margin, attending the Committee, were acquainted with the Committee's reſolution reſpecting their tenders, and having withdrawn ſome time to conſider thereof, returned, and ſignified they could not give up their demand reſpecting demorage and paſſage money, unleſs their freights are increaſed to £.36 and £.39 per ton. And as the Committee ſaw no reaſon to depart from their unanimous reſolution on the 6th inſtant, the conference ended without coming to any determination, and it was agreed to acquaint the Court with the Committee's proceedings, which was done accordingly in the following report, viz.

G. Wilſon, G. Stainforth, Don. Cameron, R. Williams J. Mitford, Jeffy. Jackſon, H. H. Pelly, Eſquires.

The Committee have taken into conſideration the reference of Court of the 23d of laſt month, as to what freights are proper to be given for the ſhips of the enſuing ſeaſon, and a ſtatement of the difference of fitting out a ſhip between laſt year and the preſent, as prepared by the proper officer, being laid before the Committee, alſo the following abſtract of the preſent tenders, and the terms agreed on laſt year, viz.

Terms

Terms of the preſent tenders.	Terms agreed upon laſt year.
Freight to China and Bencoolen £.36 : 10s.	£.34 per ton.
All other parts £.39 : 10s.	£.37
Demorage 1s. per ton per day on 500 tons, and immediate payment of all ſuch as may be due on the ſhip's departure from England.	Demorage 10d. per ton per day on 500 tons, and immediate payment of all ſuch as may be due over and above 20 days, on the ſhip's ſailing from England.
Impreſs £.3 per ton, on builder's contract tonnage.	The ſame.
Wages. The Company to pay all advance above 26s. per month, alſo 10 guineas a head for replacing ſuch ſeamen as may be impreſſed or taken out at or after the ſhip's departure from the Hope.	
N. B. Several of the tenders expreſs, before or after the ſhip's departure from the Hope.	The ſame.
Diet 1s. per man per day.	The ſame.
Paſſage £.15 per head.	£.14 per head.
Kintledge in the proportion of 80 to 657 tons, and to be paid for at whole freight.	The ſame.
Demorage at Madeira, or any other place, where the ſhips may be detained longer than 10 days, either on the Company's account or for convoy.	Demorage allowed after 10 working days at Madeira only.
Freight to be punctually paid agreeably to Charter-Party.	

It was, upon very maturely conſidering the ſame, and in conſequence of the apparent increaſe of about £.700 in fitting out a ſhip this ſeaſon, reſolved, as the unanimous opinion of this Committee, at their firſt meeting on the 6th inſtant, which was again unanimouſly confirmed by the Committee at their meeting this day, that it would be proper for the Court to agree to give £.35 on goods from China and Bencoolen, and £.38 per ton from all other parts of India, provided the Owners relinquiſh their claims reſpecting demorage and paſſage money, and conſent that the ſhips ſhall in all reſpects, except the freight, be taken up on the ſame terms and conditions as thoſe of laſt year. This reſolution has accordingly been communicated to the Managing Owners, in a conference on the ſubject of their tenders; but as thoſe gentlemen could not be prevailed on to wave their demands reſpecting demorage and paſſage money, unleſs the freights are increaſed this year to £.36 and £.39. And as the Committee ſaw no reaſon to depart from their unanimous reſolution beforementioned, the conference ended without coming to any Agreement.

AT

AT A COURT OF DIRECTORS,

Held on Wedneſday the 12th July, 1780.

The Joint Committee of Correſpondence and Shipping, reporting, under date the 11th inſtant, that they have taken into conſideration the reference of Court of the 23d of laſt month, as to what freights are proper to be given for the ſhips of the enſuing ſeaſon; alſo a ſtatement of the difference of fitting out a ſhip between laſt year and the preſent, as prepared by the proper officer, and an abſtract of the preſent tenders, with the terms agreed on laſt year, and in conſequence of the apparent increaſe of about £700 in fitting a ſhip this ſeaſon, offering it as their unanimous opinion, that it would be proper for the Court to agree to give £35 per ton on goods from China and Bencoolen, and £38 per ton from all other parts of India, provided the Owners relinquiſh their claims reſpecting demorage and paſſage money, and conſent that the ſhips ſhall in all reſpects, except the freight, be taken up on the ſame terms and conditions as thoſe of laſt year. The Committee further reporting, that this reſolution has accordingly been communicated to the Managing Owners, in a conference on the ſubject of their tenders; but as thoſe gentlemen could not be prevailed on to wave their demands, reſpecting demorage and paſſage money, unleſs the freights are increaſed this year to £36 and £39; and as the Committee ſaw no reaſon to depart from their unanimous opinion before-mentioned, the conference ended without coming to any agreement.

Reſolved, That this Court doth approve of the ſaid report.

On reading the requeſt of Andrew Moffatt, Eſq. for permiſſion to build new ſhips on the bottoms of the Hector and Hampſhire, to be commanded by Captains Stephen Williams and Thomas Timbrill; alſo, Vide App. No. 63.

The requeſt of Frederick Hindley, Eſq. for leave to build a new ſhip on the bottom of the Greenwich, to be commanded by Captain Robert Carr. Vide App. No. 64.

Ordered, That the ſaid requeſts be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 19th July, 1780.

On a motion,

Ordered, That it be referred to the Committee of Shipping to conſider, whether in the preſent ſcarcity of tonnage, it may not be proper to give leave to build four more ſhips for the Company's ſervice.

The Chairman acquainted the Court, that the Owners had ſignified to him their aſſent to the terms offered by the report of the

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Joint Committees of Correſpondence and Shipping of the 12th inſtant, to be given for the hire of ſhips for the enſuing ſeaſon.

Vide App. No. 65. Tender of a ſhip to be called the Hinchinbrooke, of 630 tons, to be commanded by Captain Arthur Maxwell, for two voyages, on the ſame terms and conditions as the ſhips of this ſeaſon, being read.

Ordered, That the ſaid tender be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 26th July, 1780.

Vide App. No. 66. Letter from Mr. Gabriel Snodgraſs, under this day's date, reporting the progreſs of the ſhips building for the Company's ſervice, was read.

Vide App. No. 65. The Committee having taken into conſideration the reference of Court of the 19th inſtant, on the tender of a French built ſhip, intended to be called the Hinchinbrooke, burthen about 630 tons, with 26 guns, and navigated by 99 men, for two voyages to India, to be commanded by Captain Arthur Maxwell, do offer, as their opinion, to the Court, that upon the ſaid ſhip being repaired and fitted, in a ſufficient manner, to the ſatisfaction of the Company's officers, it may, in the preſent ſcarcity of tonnage, be very proper to take her upon the ſame terms and conditions, in all reſpects, as the other ſhips of this ſeaſon, for one voyage certain, ſubmitting it to the determination of a future Court of Directors upon the concluſion of the firſt voyage, as to the propriety of her being again employed in the Company's ſervice; and that the Owners be excluded from any claim of building on her bottom.

Vide App. No. 64, 63. The Committee having taken into conſideration the reference of Court of the 12th inſtant, on the letters from Frederick Atherton Hindly and Andrew Moffatt, Eſquires, do offer, as their opinion, to the Court, that leave be given for building on the bottoms of the following ſhips, in further part of the ten mentioned in this Committee's report of the 26th May laſt, ſuch ſhips being built under the regulations of Court of the 1ſt December, 1779, in regard to their dimenſions, and with a particular recommendation to the Owners for their being compleated as expeditiouſly as poſſible, viz.

Frederick Atherton Hindley, Eſq. to build on the Greenwich, to be commanded by Captain Robert Carr. The executors of Andrew Moffatt, Eſq. on the Hector, to be commanded by Captain Stephen Williams; and on the Hampſhire, to be commanded by Captain T. Timbrill.

The Committee having, in conſequence of the reference of Court of the 19th inſtant, conſidered, whether it may not be proper, in the preſent ſcarcity of tonnage, to give leave for four

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more ſhips to be built for the Company's ſervice, do report their opinion in the affirmative; and recommend that leave be given accordingly, for ſhips in the room of the Egmont, Europa, Houghton, and Sea Horſe, on the Managing Owners making the neceſſary application for the ſame, and provided the Court ſhall approve of the gentlemen propoſed by the Owners for the command of the new ſhips.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 26th July, 1780.

Three reports from the Committee of Shipping, dated this day, being read.

Reſolved, That the ſhip Hinchinbrooke (on her being repaired and fitted in a ſufficient manner to the ſatisfaction of the Company's officers) be taken up on the ſame terms and conditions, in all reſpects, as the other ſhips of this ſeaſon, for one voyage certain, ſubmitting it to the determination of a future Court of Directors, upon the concluſion of the firſt voyage, as to the propriety of her being again employed in the Company's ſervice; and that the Owners be excluded from any claim of building on her bottom.

That leave be given for building on the bottoms of the following ſhips, in further part of the ten mentioned in the reſolution of the 26th May laſt; ſuch ſhips being built under the regulations of the 1ſt December, 1779, in regard to their dimenſions, and with a particular recommendation to the Owners for their being compleated as expeditiouſly as poſſible, viz.

Frederick Hindley, Eſq. to build on the Greenwich, to be commanded by Captain Robert Carr. The executors of Andrew Moffatt, Eſq. on the Hector, to be commanded by Captain Stephen Williams. And the Hampſhire, to be commanded by Captain Thomas Timbrill.

That leave be given to build ſhips, for the Company's ſervice, on the bottoms of the Egmont, Europa, Houghton, and Sea Horſe, on the Managing Owners making the neceſſary application for the ſame; and, provided the Court ſhall approve of the gentlemen propoſed by the Owners for the command of the new ſhips.

On reading the requeſt of John Durand, Eſq. for permiſſion to build a new ſhip, in the room of the Grenville, to be commanded by Captain Burnet Abercrombie. Vide App. No. 67.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT

AT A COMMITTEE OF SHIPPING,

On Thurſday the 27th July, 1780.

The Committee being met to examine into the ſituation of the ſhips, which probably may be taken up for the ſervice of this ſeaſon, and it appearing to the Committee that five new ſhips, in the room of the Colebrooke, Harcourt, Oſterley, Speke, and Valentine; alſo four old ſhips, viz. Lord North, Latham, Queen, and Hinchinbrooke, will be ready in November next; and it being alſo intimated that Mr. Williams has poſitively engaged that the Modeſte ſhall be ready in all that month.

Ordered, That the Owners of the above ten ſhips be deſired to meet this Committee on Wedneſday next.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 2d Auguſt, 1780.

Vide App. No. 68, 69, 70, 71.

Notes relative to the forwardneſs of the Hinchinbrooke new ſhip, in the room of the Northumberland, and the ſhip Lord North; alſo note from Henry Boulton, Eſq. that Mr. Briſtow will attend for him, were likewiſe read, and the Managing Owners, whoſe names are mentioned in the margin, being ſeverally called in, it appeared from their information, that the ſhips will be ready as follows:

Mr. David Briſtow, for Hen. Boulton, Eſq. Donald Cameron, Will. Dent, Jeff. Jackſon, John Mitford, Geo. Stainforth, and Rob. Williams, Eſqrs.

The Lord North, now ready. Queen, in all this month. Latham, Hinchinbrooke, and new ſhips in the room of the Colebrooke, Oſterley and Valentine, in September. The Modeſte, and new ſhips in the room of the Harcourt and Speke, in October. New ſhip in the room of Northumberland, in November.

Vide App. No. 67.

Purſuant to reference of Court of the 26th laſt month, the Committee have taken into conſideration a letter from John Durand, Eſq. requeſting leave to build on the bottom of the Grenville, to be commanded by Captain Burnet Abercombie; as this ſhip compleats the ten mentioned in this Committee's report of the 26th laſt May, the Committee offer, as their opinion, to the Court, that Mr. Durand's requeſt be complied with; ſuch ſhip being built conformably to the order of Court of the 1ſt December, in regard to her Dimenſions, and that it be recommended to the Owners to have her compleated as expeditiouſly as poſſible.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 2d Auguſt, 1780.

A report from the Committee of Shipping, dated this day, being read.

Reſolved,

Reſolved, That leave be given for building a new ſhip on the bottom of the Grenville, to be commanded by Captain Burnet Abercrombie; ſuch ſhip being built conformably to the order of Court of the 1ſt December laſt, in regard to her dimenſions, with a particular recommendation to the Owners to have her compleated as expeditiouſly as poſſible.

On reading the requeſt of Gilbert Slater, Eſq. for permiſſion to build a ſhip, in the room of the Sea Horſe, to be commanded by Captain David Arthur. Vide App. No. 72.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

Tender of the ſhip True Briton, Captain John Broadley, on the ſame terms and conditions as are agreed to be given for the ſhips of this ſeaſon, was read. Vide App. No. 59.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 9th Auguſt, 1780.

Purſuant to reference of Court of the 2d inſtant, the Committee have taken into conſideration a letter from Gilbert Slater, Eſq. requeſting leave to build on the bottom of the Sea Horſe, to be commanded by Captain David Arthur; and as this ſhip is one of the four mentioned in this Committee's report of the 26th of laſt month, the Committee offer, as their opinion, to the Court, that Mr. Slater's requeſt be complied with; ſuch ſhip being built conformably to the order of Court of 1ſt December, in regard to her dimenſions, and that it be particularly recommended to the Owners to have her compleated as expeditiouſly as poſſible. Vide App. No. 72.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 9th Auguſt, 1780.

A report from the Committee of Shipping, dated this day, being read.

Reſolved, That leave be given for building a new ſhip on the bottom of the Sea Horſe, to be commanded by Captain David Arthur; ſuch ſhip being built conformably to the order of Court of the 1ſt December laſt, reſpecting her dimenſions, and with a particular recommendation to the Owners to have her compleated as expeditiouſly as poſſible.

On reading the requeſt of Culling Smith, Eſq. for permiſſion to build a new ſhip, for the Company's ſervice, in the room of the Houghton, to be commanded by Captain William Smith. Alſo Vide App. No. 73.

Tender of the ſhip Sybella, burthen 573 tons builder's meaſurement, Captain Thomas Walker, for a voyage to India, on the ſame terms and conditions as the other ſhips of this ſeaſon. Vide App. No. 74.

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Ordered, That the ſaid requeſt and tender be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 16th Auguſt, 1780.

Vide App. No. 73. Purſuant to reference of Court of the 9th inſtant, the Committee took into conſideration a letter from Culling Smith, Eſq. requeſting leave to build a ſhip on the bottom of the Houghton, to be commanded by Captain William Smith; and as this ſhip is one of the four mentioned in this Committee's report of the 26th laſt month, do offer, as their opinion, to the Court, that Mr. Smith's requeſt be complied with; ſuch ſhip being built conformably to the order of Court of the 1ſt December, in regard to her dimenſions, and that it be particularly recommended to the Owners to have her compleated as expeditiouſly as poſſible.

Vide App. No. 74. The Committee having conſidered the reference of Court of the 9th inſtant, on the tender of the ſhip Sybella, Britiſh built, burthen about 573 tons, intended to carry 20 nine-pounder guns, and navigated by 99 men and a boy, under the command of Captain Thomas Walker, do offer, as their opinion, to the Court, that upon the ſaid ſhip being repaired and fitted in a ſufficient manner, to the ſatisfaction of the Company's officers, it may, in the preſent ſcarcity of tonnage, be very proper to take her up for a voyage to India, upon the ſame terms and conditions, in all reſpects, as the other ſhips of this ſeaſon; the Owners being excluded, at all events, from any claim of building on her bottom.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 16th Auguſt, 1780.

Two reports from the Committee of Shipping, dated this day, being read.

Reſolved, That leave be given to build a new ſhip on the bottom of the Houghton, to be commanded by Captain William Smith; ſuch ſhip being built conformably to the order of the Court, of the 1ſt of December laſt, in regard to her dimenſions, with a particular recommendation to the Owners to have her compleated as expeditiouſly as poſſible.

That the ſhip Sybella, burthen 573 tons, 20 guns, and 99 men and a boy, under the command of Captain Thomas Walker, on her being repaired and fitted, in a ſufficient manner, to the ſatisfaction of the Company's officers, will be a proper ſhip to be taken up for one voyage to India, upon the ſame terms and conditions, in all reſpects, as the other ſhips of this ſeaſon; the Owners being excluded, in all events, from any claim of building on her bottom.

Vide App. No. 75. Tender of the ſhip Northington, Captain Hugh Fraſer, burthen 676 tons, for the Company's ſervice, on the ſame terms

and conditions as the ſhips to be taken up this ſeaſon, being read.

Ordered, That the Owners be acquainted, that as the ſaid tender is not agreeable to the Company's regulations, it is deemed inadmiſſible.

On reading a tender of the ſhip Earl of Effingham, Captain Edward Robertſon, burthen 355 tons, on the ſame terms and conditions as the ſhips of this ſeaſon, excepting the Owners being allowed whole freight for ſurplus tonnage homewards. Vide App. No. 76.

Reſolved, That the ſaid ſhip is of two ſmall dimenſions for the Company's ſervice, and that the Secretary do acquaint the Owners therewith.

On reading the ſeveral requeſts of Thomas Lieſl and Henry Hinde Pelly, Eſquires, for permiſſion to build new ſhips for the Company's ſervice, in the room of the Stafford and Europa, the latter to be commanded by Captain William Applegarth. Vide App. No. 77, 78.

Ordered, That the ſaid requeſts be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 23d Auguſt, 1780.

Mr. Snodgraſs's report of the progreſs of ſhips building, dated the 23d inſtant, was laid before the Committee. Vide App. No. 79.

The Committee having examined further into the ſtate of the Company's ſhipping for the ſervice of the enſuing ſeaſon, do offer, as their opinion, to the Court, that it may be neceſſary to advertiſe in the public papers, to accept of ſuch ſhips, for one voyage to India, as ſhall be offered from 500 to 1000 tons burthen, not exceeding ſix in number, provided ſuch ſhips are ſuitable for the Company's ſervice, although not built immediately for this employ. The Committee further offer, as their opinion, that in the preſent ſituation of affairs, it may be expedient, in ſome caſes, to accept of perſons for commanders and officers of the above-mentioned ſhips, notwithſtanding they have not been in the Company's ſervice; and that the orders of Court of the 12th February, 1768, and 15th November, 1769, reſpecting the qualifications of commanders and mates, be ſuſpended for thoſe ſhips.

AT

AT A COMMITTEE OF CORRESPONDENCE,

The 23d Auguſt, 1780.

The Committee offer it, as their opinion, that the following ſhips be taken up in part of the tonnage to be employed for the preſent ſeaſon, viz.

	Tons.	
Lord North - -	761	Capt. William Hambly
Latham - -	723	John Prince
Queen - -	804	Peter Douglas
New ſhip - -	758	Arthur Morris
Ditto - -	755	James Ogilvie
Ditto - -	758	Samuel Rogers
Ditto - -	758	Charles Gregorie
Ditto - -	758	Nathaniel Paul
Ditto - -	755	James Rees
Hinchinbrooke -	528	Arthur Maxwell
Sybella, about - -	573	—— Walker

AT A COURT OF DIRECTORS,

Held on Wedneſday the 23d Auguſt, 1780.

A report from the Committee of Correſpondence, dated this day, being read,

Reſolved by the ballot unanimouſly, That the following ſhips be taken up, in part of the tonnage to be employed for India and China, for the preſent ſeaſon, viz.

	Tons.	
Lord North - -	761	Capt. William Hambly
Latham - -	723	John Prince
Queen - -	804	Peter Douglas
New ſhip - -	758	Arthur Morris
Ditto - -	755	James Ogilvie
Ditto - -	758	Samuel Rogers
Ditto - -	758	Charles Gregorie
Ditto - -	758	Nathaniel Paul
Ditto - -	755	James Rees
Hinchinbrooke -	528	Arthur Maxwell
Sybella, about - -	573	——— Walker

The Committee of Shipping reporting, under this day's date, that having examined into the ſtate of the Company's ſhipping, for the ſervice of the enſuing ſeaſon, they offer, as their opinion, that it may be neceſſary to adverti ſe in the public papers, to accept of ſuch ſhips, for one voyage to India, as ſhall be offered from 500 to 1000 tons burthen, not exceeding ſix in number; provided ſuch ſhips are ſuitable for the Company's ſervice, although not built immediately for this employ. The Committee alſo offer, as their opinion, that in the preſent ſituation of affairs it may be expedient, in ſome caſes, to accept of perſons for commanders and officers of the above-mentioned ſhips, notwithſtanding

ſtanding they have not been in the Company's ſervice; and that the orders of Court of the 12th February, 1768, and 15th November, 1769, reſpecting the qualifications of commanders and mates, be ſuſpended for thoſe ſhips.

Reſolved, That this Court doth agree in opinion with the ſaid Committee.

Draught of an advertiſement for ſix ſhips, agreeably to the above report, was read and approved. Vide App. No. 80.

Tender of the ſhip Northington, Captain Hugh Fraſer, burthen 676 tons, on the ſame terms and conditions as the ſhips of this ſeaſon, being read, Vide App. No. 81.

Ordered, That the ſaid tender be referred to the Committee of Shipping, to examine and report.

On a motion,

Reſolved, That leave be given to build new ſhips for the Company's ſervice, on the bottoms of the Northington and Shrewſbury, upon the Owners making the neceſſary applications, and preſenting ſuch commanders as may be approved by the Court.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 30th Auguſt, 1780.

Mr. Williams, Managing Owner of the Hinchingbrooke, having propoſed to the Committee to lengthen that ſhip, whereby ſhe would be capable of bringing home an additional quantity of goods; and ſignifying that Mr. Barnard, the builder, is under a penalty of £2000 to have her ready, if lengthened, to come afloat by the 30th October next; alſo intimating that the ſhip Modeſte will be ready, if required, to take in goods in all October.

Reſolved, That the Hinchinbrooke be not lengthened, but that ſhe come afloat agreeably to the time fixed by the Court, being 13th next month; and this reſolution was communicated to Mr. Williams accordingly.

The Committee having taken into conſideration the reference of Court of the 23d inſt. on the tender of the ſhip Northington, burthen 676 tons, 99 men, and 26 guns, under the command of Captain Hugh Fraſer, do offer, as their opinion, to the Court, that upon the ſaid ſhip being repaired and fitted, in a ſufficient manner, to the ſatisfaction of the Company's officers, it may, in the preſent ſcarcity of tonnage, be very proper to take her up for a voyage to India, upon the ſame terms and conditions, in all reſpects, as the other ſhips of this ſeaſon; the preſent Owners being excluded, at all events, from any claim of building on her bottom; or the commander and officers having any further claim to the ſervice, than they could be intitled to by orders of Court of 12th February, 1768, and 15th November, 1769. Vide App. No. 81.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 30th Auguſt, 1780.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the ſhip Northington, burthen 676 tons, 99 men, and 26 guns, under the command of Captain Hugh Fraſer, upon her being repaired and fitted, in a ſufficient manner, to the ſatisfaction of the Company's officers, will be a proper ſhip to be taken up for a voyage to India, upon the ſame terms and conditions, in all reſpects, as the other ſhips of this ſeaſon; the preſent Owners being excluded, in all events, from any claim of building on her bottom; or the commander and officers having any further claim to the ſervice, than they could be intitled to by the orders of Court of the 12th February, 1768, and 15th November, 1769.

And a motion being then made,

Ordered, That the like excluſions, as the above, be made to the ſeveral ſhips, commanders and officers, which may be taken into the Company's ſervice this ſeaſon, for ſupplying the preſent exigency of tonnage.

Vide App. No. 82. On reading the requeſt of the ſeveral builders of ſhips for the Company's ſervice, for liberty to build 36 feet, inſtead of 35 feet broad.

Reſolved, That the ſame be not complied with.

The following tenders, in conſequence of the advertiſement of the 23d inſtant, were opened and read, viz.

Vide App. No. 83.	Speke	700	tons and upwards.		Capt. Moſes Birch
No. 84.	Blandford	700	26 guns.		James Williamſon
No. 85.	York	700	20		
No. 86.	Pearl	527	22	60 men.	To be commanded by a commander who has been in the ſervice.
No. 87.	Penelope	500	26		Robert Maw
No. 88.	Tartar	500	26		Edward Fiott

all on the ſame terms as the ſhips of this ſeaſon.

Ordered, That the ſaid tenders be referred to the Committee of Shipping, to examine and report.

The tenders of the following ſhips being likewiſe opened and read, viz.

		Tons.	
Vide App. No. 89.	Weſt Indian	420	Capt. Philip Simpſon
No. 90.	Raikes -	400	John Smith
No. 91.	Prince William	400	William Gowland
No. 92.	Thames -	400	David Watt
No. 93.	Woodley -	400	William M'Namara.

Reſolved,

Reſolved, That the ſaid tenders be not received, their tonnage not being agreeable to the advertiſement.

On reading the ſeveral requeſts of John Raymond, Eſq. James Farquharſon, Eſq. and George Willſon, Eſq. for leave to build ſhips for the Company's ſervice, on the bottoms of the Shrewſbury, Egmont, and Gatton, to be commanded by Captains John Coggan, Charles Mears, and James Rattray. Vide App. No. 94, 95, 96.

Ordered, That the ſaid requeſts be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 5th September, 1780.

The Committee having met to conſider the tenders of the ſix ſhips, referred by order of Court the 30th of laſt month, and having conferred with the Managing Owners of thoſe ſhips, the ſtate of them are repreſented to be as follows, viz. Vide App. No. 83 a 88.

The Blandford, now at Plymouth, and the commander gone to bring her round; if ſhe meets with no particular detention in her paſſage up to the river, ſhe may probably be afloat in ſix weeks, as very little repair will be required.

The Penelope being under 500 tons, and not burthenſome, Mr. Moffatt, who tenders her, is apprehenſive ſhe will not be fit for the Company's ſervice, as to tonnage.

The Pearl, in Mr. Wells's lower dock, was built in the South Seas, ſaid to be of teak timber, can be ready in about three weeks.

The Speke, now on her paſſage from Penzance; all poſſible diſpatch will be uſed on her arrival in the river, to get her ready for a ſurvey.

The Tartar, at Dartmouth, lately arrived from Liſbon, employed as a privateer, is ſheathed with copper, wants little repair, and can come afloat in about a fortnight after ſhe gets into the river.

The York, now on her paſſage from Archangel, had her loading in the 20th July, and may be expected about 15th this month, is a ſtout built ſhip of fir.

The Committee acquainted the ſeveral gentlemen, that it would be expected the ſhips ſhould carry men, nearly in the proportion of 20 to every 100 tons; and that a rejecting clauſe would be made in caſe ſuch as may be accepted are not ready, conformably to the time agreed upon for their coming afloat; and from the uncertainty of the ſhip York's arrival, were of opinion there is but little proſpect, in point of time, that ſhe can be got ready for employment in this ſervice; and adjourned the further conſideration of the other tenders.

Meſſrs.

Meſſrs. Oliver and Snodgraſs being examined, in regard to the ſtate of the ſhips building and fitting for the ſervice of the enſuing ſeaſon; and ſome doubts having ariſen as to the forwardneſs of the new ſhips, in the room of the Deptford and Saliſbury, and of the ſhips Modeſte and Northington.

Ordered, That Barrington Buggin, Henry Hinde Pelly, Simon Fraſer, Eſquires, and Mr. Barnard the builder, be deſired to meet the Committee to-morrow relative thereto.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 6th September, 1780.

Mr. Fraſer being called into the Committee, was acquainted, that from the information of the Company's ſurveyors, the Northington could not come afloat in leſs than two months; that if ſhe is not ready by the 30th of October, the Company will reſerve to themſelves the option of rejecting her; Mr. Fraſer aſſured the Committee, that every poſſible exertion ſhould be uſed on the part of the Owners; that more repairs being required than was expected, and the commander being indiſpoſed, was the occaſion of the ſhip not being ſo forward; but that he has every reaſon to ſuppoſe ſhe will be ready by the above time; and he then withdrew.

On a motion,

Ordered, That the Owners of the Hinchinbrooke and Sybella, be acquainted, that as thoſe ſhips will not come afloat agreeably to the time fixed, being the 13th this month for the Hinchinbrooke, and the 13th of October for the Sybella; the Committee with a view of accommodating the Owners, have propoſed to extend the time to the laſt ſprings in October; but ſhould any diſappointment happen, the Committee will then be under the neceſſity of recommending it to the Court to reject them from employment in the Company's ſervice.

Meſſrs. Roberts and Hubbert, having aſſured the Committee, they had very maturely conſidered the calculate of the expences of the outfit of the ſhip Pearl, and that they could not afford to let her to the Company upon the preſent terms of the ſhips of this ſeaſon, unleſs the Committee would conſent to her being navigated with 60 men, being of the burthen of 527 tons.

Vide App. No. 86. Reſolved unanimouſly, That the above tender be not accepted.

Mr. Fiott having agreed that the ſhip Tartar, burthen 500 tons, ſhould carry 80 men, and 26 guns; that he will ſubmit to a part of the ſheathing being taken off for a ſurvey, but with reſpect to her copper bottom, if the Company's ſurveyors ſhould proceed farther than is agreeable to him, he ſhall be at liberty to decline it. The Committee conſented to his propoſal, and the following report, relative to the two ſhips before-mentioned, and the ſhip York, was made to the Court, viz.

Purſuant

Purſuant to reference of Court of the 30th ult. the Committee have conſidered the tender of the ſhip Tartar, burthen 500 tons, to mount 26 guns, and to carry 80 men, ſheathed with copper, French built, two years and a half old, to be commanded by Captain Edward Fiott, and are of opinion, that upon the ſaid ſhip being repaired and fitted, in a ſufficient manner, to the ſatiſfaction of the Company's officers, it may, in the preſent ſcarcity of tonnage, be very proper to take her up for a voyage to India, upon the ſame terms and conditions, in all reſpects, as the other ſhips of this ſeaſon; the Owners being excluded, at all events, from any claim of building on her bottom, and the commander and officer ſubject to the orders of Court of the 30th laſt month. Vide App. No. 88.

The Committee having alſo conſidered the tenders of the ſhips Pearl and York, referred the ſame day; but as the Owners of the former, burthen 527 tons, decline navigating her with more than 60 men, which number the Committee conſider inſufficient for the ſize of the ſhip; and as the arrival of the ſhip York from Archangel is very uncertain, there is little proſpect of her being got ready in time for employment this ſeaſon; the Committee are of opinion the tenders of thoſe two ſhips be not accepted. Vide App. No. 86, 85.

The Committee having taken into conſideration the references of Court of the 16th and 30th of laſt month, on the letters from Henry Hinde Pelly, James Farquharſon, and John Raymond, Eſquires, do offer, as their opinion, to the Court, that leave be given for building on the bottoms of the following ſhips, under the regulations of Court of the 1ſt December, 1779, in regard to their dimenſions, and with a particular recommendation to the Owners, for their being compleated as expeditiouſly as poſſible, viz. Vide App. No. 78, 95, 94.

Henry Hinde Pelly, Eſq. to build on the bottom of the Europa, to be commanded by Captain William Applegath.
James Farquharſon, Eſq. - Egmont, - Charles Mears.
John Raymond, Eſq. - - Shrewſbury, - John Coggan.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 6th September, 1780.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That leave be given for building on the bottoms of the following ſhips, under the regulations of Court of the 1ſt December laſt; in regard to their dimenſions, and with a particular recommendation to the Owners for their being compleated as expeditiouſly as poſſible, viz.

Henry Hinde Pelly, Eſq. to build on the Europa, to be commanded by Captain William Applegath.
James Farquharſon, Eſq. on the Egmont, to be commanded by Captain Charles Mears.

John Raymond, Esq. on the Shrewsbury, to be commanded by Captain John Coggan.

A further report from the said Committee, dated this day, being read,

Resolved, That the ship Tartar, burthen 500 tons, to mount 26 guns, to carry 80 men, and to be commanded by Capt. Edward Fiott, on her being repaired and fitted in a sufficient manner to the satisfaction of the Company's officers, will, in the present scarcity of tonnage, be a proper ship to be taken up for a voyage to India, upon the same terms and conditions as the other ships of this season.

Resolved, That for the reasons likewise stated in the above report, the tenders of the ships, Pearl and York, be not accepted.

Vide App. No. 97, 98, 99.

The tenders of the following ships being opened and read, viz.

	Tons.	
Denbigh -	770	Capt. John Lewis
Lord Mulgrave	700	James Urmston
New Ship -	520	William Gowland.

All on the same terms and conditions as the ships of this season.

Ordered, That they be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wednesday the 13th September, 1780.

Vide App. No. 100.

Letter from Barrington Buggin, Esq. under yesterday's date, that Mr. Wells has assured him, the new ship building on the bottom of the Deptford will be launched in all January, and that the contract was made for December, was read.

Mr. Pelly, Managing Owner of the new ship in the room of the Salisbury, attending, was called in and acquainted, that from the information of the Company's officers, it appears to this Committee, that ship will not be launched till the month of March next, that it would be for the advantage of the Owners as well as for the benefit of the Company, if she could be brought forward, to be ready by the latter end of February; and Mr. Perry, the builder, being also with the Committee, assured them he could not engage to launch her sooner than March. Mr. Pelly was then informed from the Chair, that if the ship was not ready in all the month of March, the Committee, from such a disappointment, would be under the necessity of recommending it to the Court, not to take her into the Company's employ this season.

Vide App. No. 98, 97, 99.

The Committee in consequence of the tenders of the ships Lord Mulgrave, Denbigh, and new ship, Captain Gowland, being referred

ferred to them on the 6th inſtant, had a conference with the Managing Owners of thoſe ſhips; with reſpect to the two former, the Owners were acquainted that upon their arrival in the river, a proper ſurvey will be made, and if they can be ready in all the month of October, the Committee will then treat for the hire of thoſe two ſhips, but as Mr. Mather, who tenders the new ſhip, to be commanded by Captain Gowland, has ſignified ſhe cannot be launched ſooner than four months, and that he is not inclined to let her to the Company for one voyage only, it was

Reſolved, That the tender of the new ſhip, Captain Gowland, be not accepted.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 21ſt September, 1780.

Read letter from William Moffatt, Eſq. under yeſterday's date, adviſing the ſhip Blandford's being in the river, that he is ready to ſubmit to the opinion of any two builders the Company ſhall appoint, whether or not ſhe is fit for the ſervice, and that he will have all ſuch repairs done, as upon a ſurvey, by them, ſhall be thought neceſſary. Vide App. No. 101.

Ordered, That Mr. Snodgraſs be directed to take the earlieſt opportunity of ſurveying the above ſhip afloat, in the beſt manner he can, and report his opinion of her to the Committee.

On a motion,

Ordered, That Jeffery Jackſon, Eſq. be acquainted an intimation has been thrown out, that the new ſhip, building on the bottom of the Speke, is not carried on with that diſpatch as a little while ſince; and that her launching is conjectured to be protracted for the benefit of the Commander; that the ſituation of the Company's affairs are ſuch, the Committee muſt depend upon her being launched in the courſe of next month, and if any diſappointment ſhould happen the conſequence muſt reſt with the Owners.

AT A COMMITTEE OF SHIPPING,

On Friday the 22d September, 1780.

Letter from Jeffery Jackſon, Eſq. dated this day, ſignifying that every endeavour of his has been uſed for the new ſhip in the room of the Speke, being launched in the month of October; that no hands have been taken off, nor has there been any neglect either on the part of the huſband or builder, was read. Vide App. No. 102.

Joint letter from Captain Oliver, Mr. Snodgraſs, and Mr. Ferguſon, dated the 20th inſtant, requeſting the Committee's ſpecial commands reſpecting the ſurvey of the Tartar, under the particular circumſtances of her being coppered, ſheathed, was read, and the conſideration deferred. Vide App. No. 103.

Mr. Snod-

Mr. Snodgraſs being called in, acquainted the Committee he had been on board the Blandford, agreeably to their orders, that the ſhip was by no means in a proper ſtate to be ſurveyed, and therefore he is not prepared to offer any decided opinion of her condition, but from what little he ſaw, he thinks ſhe carries the appearance of age, and has rather ſtreightened her ſheer.

Vide App. No. 101. The Committee then reſuming the further conſideration of Mr. Moffatt's letter,

Reſolved, That this Committee approve of the ſhip Blandford, being ſurveyed by two builders in the river, as propoſed by Mr. Moffatt, provided ſuch builders have been uſed to the repairs of ſhips in the Company's ſervice at their own yards, and that the Blandford is repaired, from time to time, till the whole is completed in ſuch manner as ſhall be agreed upon, jointly, by ſuch builders and the Company's officers.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 26th September, 1780.

Captain Oliver being called in, informed the Committee, that the Tartar does not appear yet to be prepared for docking, but that he expects the Blandford will be ready to be docked theſe ſprings; the Committee then directed Captain Oliver to make a report to them if he finds any of the ſhips backward, that are to be ready for the Company's ſervice in all next month.

AT A COURT OF DIRECTORS,

Held on Tueſday the 26th September, 1780.

On ſeveral motions.

Reſolved, That if any or all of the five ſhips taken by the Spaniards, ſhall arrive in the river Thames in the month of March, and be tendered by the ſame Owners, the Company will receive them into the ſervice.

That if any, or all of the five ſhips taken by the Spaniards, ſhall arrive in the river Thames in the month of March, and not be tendered by the late Owners, the Company will engage to take them up for one voyage only.

Vide App. No. 104. Tender a of ſhip late the Modeſte, Captain Patrick Lawſon, for one voyage, on builders meaſurement, upon the ſame terms and conditions as other ſhips for the preſent ſeaſon, was read.

AT A COMMITTEE OF CORRESPONDENCE,

The 26th September, 1780.

The Committee offer it to the Court as their opinion, that the ſhips Modeſte, Northington and Tartar, be taken up in further part of the tonnage to be employed for the preſent ſeaſon.

AT

AT A COURT OF DIRECTORS,

Held on Tueſday the 26th September 1780.

A report from the Committee of Correſpondence dated this day being read,

Reſolved by the ballot unanimouſly, That the ſhips Modeſte, Northington and Tartar, be taken up in further part of the tonnage to be employed for the preſent ſeaſon.

AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND TRADING TO THE EAST-INDIES,

Held on Wedneſday the 27th September, 1780.

The Chairman acquainted the Court that it is appointed at this Court to conſider of confirming the ſuſpenſion of the 39th By-Law for one year from 21ſt June laſt, agreeably to the reſolution paſſed on that day.

It was on the queſtion,

Reſolved unanimouſly, That the ſuſpenſion of the 39th By-Law for the ſaid term, be confirmed accordingly.

AT A COMMITTEE OF SHIPPING,

On Wedneſday 4th October, 1780.

Mr. Snodgraſs's report of the progreſs of ſhips building for the Company's ſervice, dated 27th ult. was laid before the Committee. Vide App. No. 105.

AT A COURT OF DIRECTORS,

Held on Thurſday the 5th October, 1780.

Tender of the ſhip Compte d'Artois of 1400 tons, Captain Thomas Surridge, for the Company's ſervice, on the uſual terms, being read, Vide App. No. 106.

Ordered, That the ſaid tender be referred to the Committee of Shipping to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 11th October, 1780.

On reading the requeſt of George Ramſay, Eſq. for permiſſion to build a new ſhip on the bottom of the Mountſtuart lately captured by the combined fleet, to be commanded by Captain John Haldane, Vide App. No. 107.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 11th October, 1780.

Vide App. No. 108. Read letter from Captain John Oliver and Mr. Snodgraſs, under this day's date, adviſing that they have ſurveyed the ſhip Blandford, with Meſſrs. Gray and Brent, and find her timbers greatly decayed, and from her preſent appearance, ſhe will require ſome time before ſhe can be got ready for the Company's ſervice, whereupon

Mr. Farquharſon, on behalf of the Owners, and Mr. Brent the builder, were called in and acquainted that upon their engaging that the ſhip ſhall be fitly repaired, afloat, and ready to receive the Company's cargo, in all the month of January next (except detained in dock by an intenſe froſt) ſhe will then be taken up for the Company's ſervice and not otherwiſe; to which Mr. Farquharſon, on behalf of the Owners, agreed.

Vide App. No. 109. Another letter from Captain Oliver, dated this day, adviſing that he has ſurveyed the ſhip Tartar, and repreſenting that it will be neceſſary to ſtrengthen her with riders and knees in the hold and between decks, in the ſame manner as the Hinchinbrooke has been repaired, was read, and

Vide App. No. 99. The Committee taking up the conſideration of the letter from Captain Oliver, Mr. Snodgraſs, and Mr. Farquharſon, dated the 20th and laid before the Committee the 22d ult. relative to removing the copper ſheathing of this ſhip.

Mr. Fiott, on behalf of the Owners, was called in, and the Committee having conferred with him on the propoſed method of repairs, he was acquainted

That if the tender of the Tartar is accepted, he muſt expect to be paid only for the tonnage which ſhe can bring, and fitted in ſuch manner as the other ſhips under a ſimilar deſcription have been fitted, and that the Committee cannot agree, to her being taken up for the Company's ſervice on any other terms; which propoſitions, Mr. Fiott intimated as his opinion, the Owners, on account of the heavy expence, would not agree to.

Vide App. No. 106. Tender of the ſhip Le Compte d'Artois, burthen about 1400 tons, referred by order of Court the 5th inſtant, being read,

Ordered, That Mrs. Tyler be acquainted, that upon notice being given of the ſhip's arrival in the river, the Company's officers will be directed to ſurvey, and report if ſhe is fit for their ſervice.

The Committee's directions having been requeſted as to filling up the Charter-Party of the ſhip Chapman, late the Sybella, ſo far as regards the article of demorage, which, for all ſhips built immediately

immediately for the Company's ſervice, is allowed, at a certain rate per ton per day, on 500 tons, without regard to the chartered tonnage of the ſhip; and as this ſhip was taken up in all reſpects upon the ſame terms and conditions as the other ſhips of this ſeaſon, the Committee were of opinion, the demorage ſhould therefore be allowed the ſame for this, as the larger ſhips of this year's export.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 18th October, 1780.

On reading a letter from Captain William Elphinſtone, dated this day, acquainting the Court that Mr. Slater has not taken any meaſures for building on the Triton's bottom, and throwing himſelf on the Court to prevent ſo great an injury being done to him, Vide App. No. 110.

Ordered, That the ſaid letter be referred to the Committee of Shipping to examine and report.

On reading the requeſt of Mr. Robert Williams that the Charter-Party of the ſhip Locko (late Modeſte) may be altered to 1011 tons, which is her actual meaſurement. Vide App. No. 111.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping to examine and report.

On reading the requeſt of Meſſrs. Robert Williams and Robert Maxwell, that the number of men and guns for the ſhip Hinchinbrooke may be reduced as ſhe turns out only 528 tons, alſo that the weight of the iron riders which they have been at conſiderable expence in putting into her may be eſtimated as part of her kintledge. Vide App. No. 112.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 18th October, 1780.

Letter from John Fiott, Eſq. dated the 18th inſtant, ſignifying that the ſhip Tartar is now in the dock, and having a new upper deck laid, and that the Owners hope the Company will reconſider their reſolution of the 11th inſtant reſpecting her repairs, and take her into the ſervice, upon her upper works being ſtrengthened, was read. Vide App. No. 113.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 25th October, 1780.

On reading the requeſt of Mr. A. Chapman, that the number of men for the ſhip Chapman may be reduced in proportion to her tonnage, Vide App. No. 114.

Ordered

Ordered, That the ſaid requeſt be referred to the Committee of Shipping to examine and report.

Vide App. No. 115. Tender of a new ſhip for the Company's ſervice in the room of the Dutton, to be commanded by Captain Henry Rice, on the ſame terms and conditions as the ſhips of this ſeaſon, being read,

Ordered, That the ſaid tender be referred to the Committee of Shipping to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 25th October, 1780.

Vide App. No. 116. Letter from Captain John Oliver, dated this day, adviſing that the under-mentioned ſhips will not be in the river by their appointed time, but by information and appearance, are judged to be as follows, viz.

The Locko and Haſtings by the middle of November. New ſhip, in the room of the Speke, the latter end of November. Ditto Northumberland, middle of December, was read.

Vide App. No 113. The Committee having conſidered the letter from John Fiott, Eſq. which was read on the 18th inſtant, and Mr. Fiott attending, was called in and acquainted, that it would be required of the Owners of the Tartar, if the ſheathing is not removed, that ſhe ſhould be ſtrengthened with iron riders. Mr. Fiott then propoſed to have another ſurvey of the ſhip, that he would attend the Company's officers for that purpoſe, make a calculate of the expence, and inform the Committee, at an early opportunity, of the Owners determination thereon.

Vide App. No. 110. Letter from Captain William Elphinſtone, dated the 18th inſt. and referred by the Court the ſame day, repreſenting that Mr. Slater has not taken any meaſures for building on the Triton's bottom, and throwing himſelf on the Court, to prevent ſo great an injury being done to him, being read,

Ordered, That copy of Captain Elphinſtone's letter be tranſmitted Mr. Slater, and that he be deſired to favor the Committee with his ſentiments thereon the firſt opportunity.

Vide App. No 112. Purſuant to reference of Court of the 18th inſtant, the Committee have conſidered the requeſt of Meſſrs. Williams and Maxwell, that the number of men and guns for the ſhip Hinchinbrooke may be reduced, in conſequence of the tonnage of that ſhip now appearing to be 528 tons only, inſtead of 630 tons, at which ſhe was tendered, under the expectation of the Owners obtaining leave for her being lengthened, and that the weight of the iron riders may be eſtimated as part of her kintledge. The Committee offer as their opinion to the Court, that the complement of men may be reduced to 80, and that ſhe carry only 20 guns; but that the iron riders be not allowed as part of her kintledge.

Purſuant

Purſuant to reference of Court of the 18th inſtant, the Committee have conſidered the requeſt of Robert Williams, Eſq. that the Charter-Party of the ſhip Locko, (late the Modeſte) may be made out at 1011 tons, which is her actual meaſurement now ſhe is lengthened; and as this Committee recommended to the Court, in their report of 20th June laſt, at the time it was known the Owners intended to lengthen the ſhip, that ſhe ſhould be chartered at her then builder's meaſurement, and put upon the ſame terms, in regard to the increaſe of tonnage ariſing from the circumſtance of her being lengthened, as the York, Royal Charlotte, and other ſhips of laſt ſeaſon; the Committee offer it, as their opinion, to the Court, that Mr. Williams's requeſt cannot be complied with. Vide App. No. 111.

The Committee having conſidered the reference of Court of this day, on a letter from Abel Chapman, Eſq. on behalf of the Owners of the ſhip Chapman, requeſting, that as ſhe is of the burthen of 538 tons, ſhe may not be obliged to carry the ſame number of men as the ſhips which are conſiderably larger, are of opinion, that her complement of men be reduced to 80, and that ſhe carry 20 guns, being the ſame indulgence as the Committee have recommended to the Court to grant to the Owners of the Hinchinbrooke. Vide App. No. 114.

And the ſame was reported to the Court.

AT A COURT OF DIRECTORS,

Held on Friday the 27th October, 1780.

A report from the Committee of Shipping, dated the 25th inſt. being read,

Reſolved, That the complement of Men for the ſhip Hinchinbrooke be reduced to 80, and that ſhe carry only 20 guns. And

That the latter part of the ſaid report, reſpecting the iron riders, which the Owners requeſted might be reckoned as part of the ſaid ſhip's kintledge, be recommitted to the ſaid Committee.

Another report from the ſaid Committee, dated 25th inſtant, being alſo read,

Reſolved, That for the reaſons therein-mentioned, the requeſt of Mr. Robert Williams, that the Charter-Party of the ſhip Locko may be made out at 1011 tons, which is the ſhip's actual meaſurement now ſhe is lengthened, cannot be complied with.

A further report from the ſaid Committee, dated the 25th inſtant, being likewiſe read.

Reſolved, That the complement of men for the ſhip Chapman be reduced to 80, and that ſhe carry 20 guns.

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AT A COMMITTEE OF SHIPPING,

On Thurſday the 2d November, 1780.

Vide App. No. 117. Letter from R. Mayne and Simon Fraſer, Eſquires, dated 1ſt inſtant, ſignifying that the ſhip Haſtings requiring greater repairs than was at firſt imagined, ſhe could not come afloat the 29th ult. but that there is not a doubt of her being afloat the firſt ſprings this month, was read.

Vide App. No. 118. Mr. Snodgraſs's report of the progreſs of ſhips building for the Company's ſervice, dated the 24th October, was laid before the Committee.

Mr. Fiott attending, acquainted the Committee, the Owners of the Tartar agree to ſtrengthen that ſhip with iron riders, &c. as propoſed on the 25th laſt month, the Committee approved thereof; and ordered, that the copper ſheathing ſhould not be removed any further than is neceſſary for driving the bolts.

The Committee having reconſidered their minutes of the 11th ult. ſo far as reſpects the Charter-Party of the ſhip Chapman, in the article of demorage; and as it was, on the 25th ult. recommended to the Court to reduce her complement of men from 99 to 80, the Committee are of opinion, that the demorage be decreaſed in the ſame proportion, and that this ſhip be paid only four-fifths of the ſum allowed to ſhips navigated by 99 men.

Vide App. No. 115. Purſuant to reference of Court of the 25th of laſt month, the Committee conſidered the tender of the new ſhip in the room of the Dutton, to be commanded by Capt. Henry Rice (upon the ſame terms and conditions as the ſhips already taken up) which the Owners repreſent is in that ſtate of forwardneſs as to be now planking; but if ſhe is brought forward to be launched in the month of March next, as the builder has aſſured them that ſhe ſhall be, if required, it will be attended with a conſiderable expence, which may be avoided, if ſhe remains till next ſeaſon; and as it appears to this Committee rather doubtful, whether the ſhip can be got ready in time to make a part of the exports of this ſeaſon, the Committee think it will be moſt prudent to decline accepting the tender at preſent.

And the ſame was ſubmitted to the determination of the Court.

AT A COMMITTEE OF SHIPPING,

On Friday the 3d November, 1780.

Vide App. No. 110. The Committee reſuming the conſideration of the reference of Court of the 18th ult. on the letter from Captain Elphinſtone; and Mr. Slater, and Captain Elphinſtone having been ſeverally called in and examined thereon, the Committee made the following report to the Court; viz.

Purſuant to reference of Court of 18th of laſt month, the Committee have conſidered the letter from Captain William Elphinſtone,

phinſtone, repreſenting, that Mr. Slater has not taken any meaſures for building a ſhip on the bottom of the Triton, and throwing himſelf on the Court to prevent ſo great an injury being done to him; and the Committee having had the parties before them, it was recommended to them to acommodate the matter between themſelves.

AT A COURT OF DIRECTORS,

Held on Friday the 3d November, 1780.

Tender of the ſhip Lord Mulgrave, 700 tons, 99 men, and 26 guns, to be commanded by Captain James Urmſton, for the Company's ſervice, on the ſame terms and conditions as the other ſhips of this ſeaſon, being read, Vide App. No. 119.

Ordered, That the ſaid tender be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Tueſday the 7th November, 1780.

A report from the Committee of Shipping, dated the 2d inſt. being read,

Reſolved, That for the reaſons therein-mentioned, this Court doth decline accepting the tender of a new ſhip, in the room of the Dutton, for the preſent.

The ſaid Committee in a further report, dated the 3d inſt. now read, acquainting the Court, that they have conſidered the letter from Capt. William Elphinſtone, repreſenting, that Mr. Slater has not taken any meaſures for building a ſhip on the bottom of the Triton; and throwing himſelf on the Court to prevent ſo great an injury being done to him; and, having had the parties before them, it was recommended to them to accommodate the matter between themſelves.

The Court approved thereof.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 7th November, 1780.

The Committee taking into conſideration the reference of Court of the 3d inſt. on a letter from William Moffatt, Eſq. deſiring to withdraw his late tender of the ſhip, named the Lord Mulgrave, which now appears to be unfit for the Company's ſervice; and tendering another ſhip, burthen about 700 tons, in her room, late in the Company's ſervice, and now at Deptford, which is likewiſe intended to be called the Lord Mulgrave. Vide App. No. 119.

Ordered, That the Company's officers do ſurvey the above ſhip, and report their opinion.

AT

AT A COURT OF DIRECTORS,

Held on Friday the 10th November, 1780.

Vide App. No. 120. Letter from John Durand, Eſq. dated the 8th inſtant, being read, encloſing a clauſe, which the Owners propoſe to be added to the Charter-Party of the ſhip Lord North, and which he hopes will meet with the Court's approval.

Ordered, That it be referred to the Committee of Private Trade, with the aſſiſtance of Mr. Smith, to examine and report.

Vide App. No. 121. Tender of the ſhip Southampton, Captain John Lennox, upon the ſame terms and conditions as the ſhips of the preſent ſeaſon, was read.

Vide App. No. 122. The requeſt of Mr. A. Chapman, that the demorage for the ſhip ſhip Chapman may be increaſed, being read,

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to do therein as they may think fit.

AT A COMMITTEE OF PRIVATE TRADE,

The 15th November, 1780.

Vide App. No. 120. Purſuant to a reference of Court of the 10th inſtant, on a letter from John Durand, Eſq. ſignifying, that on conſulting his Joint Owners on the draft of the Lord North's Charter-Party, they apprehended, that there were two clauſes, in pages 8 and 9, which militated againſt their agreement, and ſubmitting to the conſideration of the Court, a clauſe to be added to the Charter-Party, in which the Company were to engage to pay the full freight for the whole 761 tons, builders meaſurement, though goods to that amount ſhould not be laden by the Company's agents abroad. The Committee met to take into their conſideration the ſaid letter, and the clauſe propoſed, and

Vide App. No. 54. The tender of the Lord North; the minutes of the Joint Committee of Correſpondence and Shipping of the 11th of July laſt, on their conference with the Owners reſpecting the terms on which they would let their ſhips.

The minutes of Court of 19th July laſt, when the Court was acquainted with the aſſent of the Owners to the terms propoſed to them on the 11th inſtant.

The Clauſes in Charter-Party reſpecting ſhort tonnage; alſo

The minutes of Court of 24th November, 1779, when the Court agreed not to comply with the requeſt of Mr. Bonham, that the Company would engage to pay for the whole Charter-Party tonnage of the Duke of Portland, whether laden or not, being read and conſidered.

Mr.

Mr. Nixon, one of the Charter-Party Owners of the Lord North, being requeſted to attend the Committee, produced a paper, which he had received from the Secretary, dated the 28th July, 1779, containing the opinion of the Joint Committee of Correſpondence and Shipping, on the terms propoſed by the Owners laſt ſeaſon, and pointed out the part againſt which he apprehended the clauſes in the Charter-Party, mentioned in Mr. Durand's letter militated: the ſaid paper was read, and Mr. Nixon having converſed with the Committee ſome time on the ſubject, withdrew. The Committee then on conſulting Mr. Smith,

Agreed, To report it to the Court, as their opinion, that Mr. Durand's requeſt be not complied with.

And the following report was made to the Court accordingly, viz.

Purſuant to a reference of Court, of the 10th inſtant, on a letter from John Durand, Eſq. ſignifying, that on conſulting his joint Owners on the draft of the Lord North's Charter-Party, they apprehended that there were two clauſes in pages 8 and 9, which militated againſt their agreement; and ſubmitting a clauſe to be added to the Charter-Party to the conſideration of the Court, in which the Company were to engage to pay the full freight for the whole 761 tons, builders meaſurement, though goods to that amount ſhould not be taken by the Company's agents abroad. We have conſidered the ſaid letter and the clauſe propoſed, and do recommend it to the Court, as our opinion, that Mr. Durand's requeſt be not complied with; which is ſubmitted to the Court. Vide App. No. 120.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 15th November, 1780.

A report from the Committee of Private Trade, dated this day, being read,

Ordered, That the requeſt of John Durand, Eſq. for inſerting a clauſe in the Charter-Party, whereby the Company were to engage to pay the full freight for the whole 761 tons, builders meaſurement, though goods to that amount ſhould not be laden by the Company's agents abroad, be not complied with.

Letter from Mrs. Elizabeth Tyler, dated the 14th inſtant, requeſting leave to withdraw the tender of the ſhip Denbigh, was read. Vide App. No. 123.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 22d November, 1780.

The Committee having taken into conſideration the reference of Court, of the 10th inſtant, on the requeſt of Abel Chapman, Eſq. that the demorage of the ſhip Chapman, may be increaſed. Vide App. No. 122.

Reſolved, That this Committee are of opinion, four-fifths of the amount of demorage, allowed to the largeſt ſhips of this

 ſeaſon,

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ſeaſon, is fully adequate to what the Owners of the Chapman can reaſonably expect, upon a conſideration of the ſize of the ſhip, and her being navigated only by 80 men; and therefore the Committee ſee no reaſon to depart from their reſolution of the 2d inſt. for the Owners of this ſhip being paid demorage in the above proportion.

Vide App. No. 111. The Committee having in conſequence of the reference of Court, of the 27th laſt month, reconſidered their report of the 25th, on the requeſt of Meſſrs. Williams and Maxwell, that the iron riders, on board the Hinchinbrooke, may be conſidered as part of her kintledge; do report, that as no new matter has been offered in ſupport of that requeſt, the Committee ſee no reaſon to depart from the opinion which they then ſubmitted to the conſideration of the Court.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 30th November, 1780.

Vide App. No. 124. Mr. Snodgraſs's report of the progreſs of ſhips building for the Company's ſervice, dated the 27th inſtant, was read.

AT A COURT OF DIRECTORS,

Held on Thurſday the 30th November, 1780.

Vide App. No. 125. On reading the requeſt of Mr. John Fiott, that the ſhip Tartar may be ſurveyed with her maſts ſtanding; that the guns may be admitted with their preſent proof, and that the number of guns may be reduced to 20, as has been allowed to the Hinchinbrooke.

Ordered, That it be referred to the conſideration of the Committee of Shipping.

AT A COMMITTEE OF SHIPPING,

On Friday the 1ſt December, 1780.

Vide App. No. 125. The Committee taking into conſideration the requeſt of John Fiott, Eſq. referred the 30th ult. and having examined Mr. Snodgraſs on that part which relates to the maſts.

Reſolved, That the maſts belonging to the Tartar, be lifted, and if no defects ſhould be then diſcovered, by the Company's ſurveyors, they be allowed to remain without further ſurvey.

That the number of guns for this ſhip, be reduced to 20, and that fourteen of them, which are the original French King's guns, with the royal proof mark, be allowed to go in the ſhip; provided Captain Oliver, upon examination, does not diſcover any material defects.

That the chartered tonnage of this ſhip be 494 tons, and

The demorage the ſame as allowed the ſhip Chapman.

Letter from Meſſrs. Snodgraſs and Ferguſon, dated this day, offering, as their opinion, that the Lord Mulgrave can be made a proper ſhip for the Company's ſervice, and that they conjecture ſhe may come afloat in all next month, was read, and Vide App. No 126.

Mr. Moffatt the Managing Owner, and Mr. Barnard the builder attending, and having engaged that ſhe ſhall, in all reſpects, be repaired and fitted to the ſatisfaction of the Company's officers, and ſhall be afloat the laſt ſprings in next month; the Committee agreed, upon thoſe conditions, to recommend her being taken up for the Company's ſervice.

AT A COMMITTEE OF CORRESPONDENCE,

The 6th December, 1780.

The Committee offer it to the Court, as their opinion, that the following ſhips be taken up in further part of the tonnage to be employed for the preſent ſeaſon, viz.

	Tons.	
Southampton -	758	Capt. John Lenox
Naſſau - -	723	Arthur Gore.

AT A COURT OF DIRECTORS,

Held on Thurſday the 7th December, 1780.

A report from the Committee of Correſpondence, dated the 6th inſtant, being read,

Reſolved by the ballot unanimouſly, That the following ſhips be taken up in further part of the tonnage to be employed for the preſent ſeaſon, viz.

	Tons.	
Southampton -	758	Capt. John Lenox
Naſſau - -	723	Arthur Gore.

AT A COURT OF DIRECTORS,

Held on Friday the 8th December, 1780.

On reading the requeſt of Robert Williams, Eſq. that the ſhip Locko may be permitted to carry 120 men, and 30 guns; alſo, that the demorage may be increaſed in proportion. Vide App. No. 127.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 13th December, 1780.

Purſuant to reference of Court of the 8th inſtant, the Committee have conſidered the requeſt of Mr. Williams, that the ſhip Locko Vide App. No. 127.

Locko may carry 120 men, and 30 guns, and that the demorage may be increaſed in proportion; and as this ſhip was taken up, in all reſpects, on the ſame terms and conditions as the ſhips of this ſeaſon, and the largeſt now going out, is only allowed demorage upon 500 tons: the Committee are of opinion, a compliance with Mr. Williams's requeſt would be attended with many inconveniencies, and as it does not appear that this ſhip has any preferable right to other large ſhips; the Committee therefore recommend to the Court, that the ſame be not granted.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 13th December, 1780.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the requeſt of Mr. Robert Williams, that the ſhip Locko may carry 120 men, and 30 guns, and that her demorage may be increaſed in proportion, be not complied with.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 19th December, 1780.

Reſolved, That this Committee will on Thurſday next, reconſider their reſolutions of the 11th October; 2d and 22d November laſt, on the demorage to be allowed the ſhip Chapman, and which likewiſe governs of courſe, the demorage of the Hinchinbrooke and Tartar.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 21ſt December, 1780.

The Committee agreeably to their reſolution of the 19th inſtant, now entered upon a review of their ſeveral reſolutions of the 11th and 25th October, and 2d and 22d November laſt, reſpecting the demorage to be allowed the Owners of the ſhip Chapman, and upon the moſt mature inveſtigation of this buſineſs, it now appears to this Committee, that their ſecond reſolution, which was on the ſecond of laſt month, directing, "That as the comple-" ment of men was reduced from 99 to 80, the demorage ſhould " be decreaſed in the ſame proportion," was ſo far as regards the number of men, very proper; and although the third reſolution, which was on the 22d of that month, declares, that four-fifths of demorage, was adequate to the ſize of the ſhip and number of men, this Committee are apprehenſive this reſoluton was entered into rather too haſtily, becauſe the firſt reſolution on the 11th October laſt, eſtabliſhes the Owners right to demorage upon 500 tons, provided they carry 99 men; upon the whole, the Committee are of opinion, that demorage being an allowance for wear and tear of the ſhip, as well as for wages and victualling the ſhip's company, it is reaſonable and proper to deduct from the ſtipulated ſum for demorage, the ſaving only which ariſe from the reduced number of men.

The

The Committee therefore reſolve, that their ſeveral reſolutions of the 11th October, 2d and 22d November laſt, relating to the demorage for the ſhip Chapman, be reſcinded.

Reſolved, That this Committee are of opinion, for the reaſons above ſtated, that the Owners of the ſhips Chapman and Hinchingbrooke, being of the burthen of 500 tons and upwards, are intitled as ſhips of this ſeaſon to demorage, at the rate of 10*d.* per ton per day on 500 tons, amounting to - £20 16 8

From which is to be deducted wages for 20 men, at 26*s.* per month, which is per day - - - £0 17 4

Victualling 20 men, at 1*s.* per day 1 0 0

1 17 4

Nett demorage to be allowed for wear and tear of the ſhip, and for wages and victualling of 80 men - - - £18 19 4

Reſolved, That the ſhip Tartar, being of the burthen of 494 tons, the demorage of that ſhip at 10*d.* per ton per day amounts to - - - - - - - £20 11 8

Deductions for men as before - - - - 1 17 4

Nett demorage to be allowed - - - - £18 14 4

AT A COURT OF DIRECTORS,

Held on Friday the 29th December, 1780.

Tender of the ſhip Egmont for a voyage to India or China, on the terms of the ſhips of the preſent ſeaſon, being read, Vide App. No. 128.

Ordered, That the ſaid tender be referred to the Committee of Shipping, to examine and export.

AT A COMMITTEE OF SHIPPING,

On Friday the 29th December, 1780.

Mr. Snodgraſs's report of the progreſs of the ſhips now building for the Company's ſervice, dated this day, was read. Vide App. No. 129.

The Committee taking into conſideration the reference of Court of to-day, on the tender of the ſhip Egmont, late in this ſervice, for a voyage to India. Vide App. No. 128.

Ordered, That Mr. Snodgraſs do examine the condition of this ſhip in the beſt manner he can, in order to form a judgment how long time will be neceſſary for her repairs, and to attend with his report on Tueſday next.

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AT A COMMITTEE OF SHIPPING,

On Tueſday the 2d January, 1781.

Mr. Snodgraſs attending the Committee, agreeably to order of the 29th of laſt month, informed the Committee he had been on board the Egmont in the dry dock, but that the ſhip is not ſufficiently forward for a ſurvey, nor can he at preſent form a judgment how long ſhe will take up to be repaired.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 3d January, 1781.

Vide App. No. 128.

The Committee reſumed the conſideration of the tender of the ſhip Egmont, and Mr. Williams, Mr. Barnard, and Mr. Snodgraſs, attending the Committee, and having conferred with the two former, as to the expected time of the repairs, made the following report to the Court, viz.

Purſuant to reference of Court of the 29th laſt month, the Committee have conſidered the tender of the ſhip Egmont for a voyage to India, on the ſame terms and conditions as the ſhips of this ſeaſon; and having conferred with the Managing Owner and Builder, as to the probable time of her repairs being compleated, the Committee are informed ſhe cannot be finiſhed in leſs than ten weeks, and perhaps will require three months; but whether this will be ſufficiently early for a ſhip of this ſeaſon, muſt be ſubmitted to the determination of the Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 3d January, 1781.

The Committee of Shipping reporting, under this day's date, that they have conſidered the tender of the ſhip Egmont, and having conferred with the Managing Owner and Builder, as to the probable time of her repairs being compleated, are informed, that ſhe cannot be finiſhed in leſs than ten weeks, and perhaps will require three months; but whether this will be ſufficiently early for a ſhip of this ſeaſon, muſt be ſubmitted to the determination of the Court.

Reſolved by the ballot unanimouſly, That the ſhip Egmont be taken up for a voyage to India, on the ſame terms and conditions as the ſhips of this ſeaſon.

AT A COMMITTEE OF CORRESPONDENCE,

The 11th January, 1781.

The Committee offer it to the Court, as their opinion, that the following ſhips be taken up in addition to thoſe already entertained in the Company's ſervice this ſeaſon, viz.

Blandford

	Tons.	Captains.
Blandford - - - - -	700	James Williamſon
Lord Mulgrave - - - - -	700	James Urmſton
New Ship in the room of the Deptford	750	
New ſhip in the room of the Saliſbury	750	Philip Bromfield

AT A COURT OF DIRECTORS,

Held on Thurſday the 11th January, 1781.

A report from the Committee of Correſpondence, dated this day, being read,

Reſolved by the ballot unanimouſly, That the following ſhips be taken up, in addition to thoſe already entertained in the Company's ſervice this ſeaſon, viz.

	Tons.	Captains.
Blandford - - - - -	700	James Williamſon
Lord Mulgrave - - - - -	700	James Urmſton
New ſhip in the room of the Deptford	750	
New ſhip in the room of the Saliſbury	750	Philip Bromfield

AT A COURT OF DIRECTORS,

Held on Tueſday the 16th January, 1781.

On reading the requeſt of John Durand, Eſq. for leave to build a new ſhip in the room of the Northington, to be commanded by Captain John Sealy. Vide App. No. 130.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Tueſday the 23d January, 1781.

On reading the requeſts of Charles Foulis and William Godfrey, Eſquires, for permiſſion to build new ſhips in the room of the Hillſborough and Godfrey. Vide App. No. 131, 132.

Ordered, That the ſaid requeſts be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Thurſday the 25th January, 1781.

Letter from Henry Boulton, Eſq. and Capt. Samuel Bonham, dated this day, requeſting, on account of the Dutch war, to withdraw the tender of the ſhip Norfolk, on the terms therein mentioned, provided ſhe ſhould be wanted to go out immediately, was read. Vide App. No. 133.

AT

AT A COURT OF DIRECTORS,

Held on Wednesday the 7th February, 1781.

Vide App. No. 134. On reading the requeſt of Thomas Thomas, Eſq. for leave to build a ſhip on the bottom of the Royal George, to be commanded by Captain Thomas Foxall,

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 7th February, 1781.

Vide App. No. 135. Mr. Snodgraſs's report of the progreſs of ſhips building for the Company's ſervice, dated the 30th ult. was read,

AT A COMMITTEE OF SHIPPING,

On Tueſday the 13th February, 1781.

Vide App. No. 136. Letter from Sir Charles Raymond, Bart. dated the 9th inſtant, ſtating, that the Earl of Talbot not being arrived in the river, cannot aſcertain at what time that ſhip will be fit for ſea, was read.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 22d February, 1781.

Vide App. No. 77, 78, 94, 95, 96, 107, 130, 131, 132, 134. The Committee taking into conſideration the references of Court of the 16th and 30th Auguſt, 11th October, 16th and 23d January laſt, and 7th inſtant, do offer as their opinion to the Court, that leave be given for building on the bottoms of the following ſhips, under the regulations of Court of the 1ſt December, 1779, in regard to their dimenſions, and with a particular recommendation to the Owners for their being compleated as expeditiouſly as poſſible, viz.

George Willſon, Eſq. to build on the Gatton, to be commanded by Captain James Rattray.

George Ramſay, Eſq. on the Mount Stuart, to be commanded by Captain John Haldane.

John Durand, Eſq. on the Northington, to be commanded by Captain John Sealy.

Charles Foulis, Eſq. on the Hillſborough, to be commanded by ſuch gentleman as ſhall be approved of by the Court.

William Godfrey, Eſq. on the Godfrey, to be commanded by Captain Henry Grueber.

Thomas Thomas, Eſq. on the Royal George, to be commanded by Captain Thomas Foxall.

Thomas Liell, Eſq. on the Stafford, to be commanded by Captain George Hutchinſon, provided upon his examination, when he returns to England, that his conduct is by no means impeachable

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peachable reſpecting the loſs of the Stafford in Bengal river, on the 29th Auguſt, 1779.

AT A COURT OF DIRECTORS,

Held on Thurſday the 22d February, 1781.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That leave be given for building on the bottoms of the following ſhips, under the regulations of Court of the 1ſt December, 1779, in regard to their dimenſions, and with a particular recommendation to the Owners for their being compleated as ſoon as poſſible, viz.

George Willſon, Eſq. to build on the Gatton, to be commanded by Captain James Rattray.

George Ramſay, Eſq. on the Mount Stuart, to be commanded by Captain John Haldane.

John Durand, Eſq. on the Northington, to be commanded by Captain John Sealy.

Charles Foulis, Eſq. on the Hillſborough, to be commanded by ſuch gentleman as ſhall be approved by the Court.

William Godfrey, Eſq. on the Godfrey, to be commanded by Captain Thomas Foxall.

Thomas Liell, Eſq. on the Stafford, to be commanded by Captain George Hutchinſon, provided upon his examination, when he returns to England, that his conduct ſhall appear by no means impeachable, reſpecting the loſs of the Stafford in Bengal river, on the 29th Auguſt, 1779.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 8th March, 1781.

Mr. Snodgraſs's report of the progreſs of ſhips building for the Company's ſervice, dated the 28th ult. was read. Vide App. No. 137.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 14th March, 1781.

On reading the requeſt of Meſſrs. Newte and Cameron, that the ſituation of the Owners of the Earl of Cheſterfield, in conſequence of the advance in the outfit of a ſhip, may be taken into conſideration, Vide App. No. 138.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 27th March, 1781.

Vide App. No. 140. Letter from Sir Charles Raymond, Bart. dated the 23d inſt. and

Vide App. No. 141. John Durand, Eſq. dated this day, ſeverally intimating that the ſhips, Earl of Talbot and Ganges, having met with accidents, they cannot conveniently be got ready for this ſeaſon, were read.

On a motion,

Ordered, That the Owners of the Calcutta, Alfred, Morſe, Royal Henry, Norfolk, and Ceres, be acquainted that a ſhip being wanted immediately for the Company's ſervice, the Committee deſire to know how ſoon either of thoſe ſhips can be got afloat.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 28th March, 1781.

Vide App. No. 139. Letter from Henry Boulton, Eſq. dated the 16th inſtant, being read, requeſting to be informed, whether the ſhips Hawke and Worceſter will probably be taken up for the ſeaſon, 1781.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 28th March, 1781.

On a motion,

Ordered, That the Owners of the ſeveral ſhips lately arrived, be acquainted, as it is abſolutely neceſſary to take up thoſe ſhips immediately, the Committee deſire to confer with them on this ſubject to-morrow, at twelve o'clock preciſely.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 29th March, 1781.

The ſeveral Managing Owners of the Earl Talbot, Ganges, Calcutta, Royal Henry, Morſe, Norfolk, Alfred, and Ceres, attending the Committee agreeably to the ſummons of yeſterday, were acquainted that the exigency of affairs required that thoſe ſhips ſhould be immediately taken up for the Company's ſervice, and the utmoſt diſpatch exerted in repairing and fitting them for ſea; that the Committee had deſired this early conference to enable them to prepare with the greateſt expedition, their ſeveral ſtores, proviſions, and other articles, and deſired to be informed of the terms on which they propoſed letting their ſhips: after ſome time ſpent in conferring on this ſubject (in the courſe of which, the Owners aſſured the Committee their ſhips ſhould be

docked

docked as ſoon as cleared, and every other exertion uſed on their part) the Owners withdrew; and, ſhortly after, acquainted the Committee they ſhould have a meeting on Tueſday next, to conſider what had been propoſed, and ſhould attend on the following day, and acquaint the Committee with the reſult thereof.

AT A COURT OF DIRECTORS,

Held on Tueſday the 3d April, 1781.

Letter from John Durand, Eſq. and ſeveral other Owners of ſhipping, tranſmitting the terms for which they are willing to let the ſhips under their management, being read, Vide App. No. 142.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

On reading a note from Mr. Thornton, dated the 2d inſtant, encloſing the dimenſions of the ſhip Minerva, which is ready for ſea, and may be delivered to a purchaſer in a few days. Vide App. No. 143, 144.

Ordered, That the ſaid note be referred to the Committee of Shipping to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 4th April, 1781.

The Committee taking into conſideration the reference of Court of the 3d inſtant, on the note from Mr. Thornton, encloſing the dimenſions and other particulars reſpecting the ſhip Minerva, a fir built ſhip. Vide App. No. 143, 144,

Ordered, That Mr. Ferguſon take the earlieſt opportunity of ſurveying her, and making his report.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Wedneſday the 4th April, 1781.

The Committee, purſuant to a reference of Court of the 28th ult. taking into conſideration the letter from Henry Boulton, Eſq. requeſting to know, whether the ſhips Hawke and Worceſter, lately arrived on their fourth voyage, will probably be taken up for the ſeaſon, 1781, do offer it to the Court, as their opinion, that it may be very proper to take up thoſe ſhips for one voyage certain, upon ſuch terms as may hereafter be agreed on; and upon the ſame being finiſhed, and either or both of the ſaid ſhips appearing, upon a ſurvey, to be in a proper condition, the Committee preſume that a future Court of Directors will, in conſideration of the heavy expence of their repairs, agree to their being taken up for a ſixth voyage to India; and the Committee Vide App. No. 139.

mittee apprehend it will be neceſſary to move the General Court for a ſuſpenſion of the 39th By-Law in favour of thoſe ſhips.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 4th April, 1781.

The Joint Committee of Correſpondence and Shipping reporting, under this day's date, as their opinion, that it may be very proper to take up the ſhips Hawke and Worceſter, lately arrived on their fourth voyages, for one voyage certain, upon ſuch terms as may hereafter be agreed on; and upon the ſame being finiſhed, and either or both of the ſaid ſhips appearing, upon a ſurvey, to be in a proper condition, the Committee preſume that a future Court of Directors will, in conſideration of the heavy expence of their repairs, agree to their being taken up for a ſixth voyage to India; and the Committee apprehend it will be neceſſary to move the General Court for a ſuſpenſion of the 39th By-Law in favour of thoſe ſhips.

Reſolved, That this Court doth agree in opinion with the ſaid Committee.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 5th April, 1781.

Vide App. No. 145. Mr. Ferguſon and Captain Dampier, in a letter dated this day, now read, adviſing their having ſurveyed the Minerva, and ſubmitting, as their opinion, that the ſhip is not fit for the Company's ſervice; and Mr. Ferguſon and Captain Dampier being called in and examined thereon, the Committee concurred with them in opinion, and made the following report to the Court, viz.

Vide App. No. 143, 144. The Committee, in purſuance of the reference of Court of the 3d inſt. have conſidered the letter from Mr. Thornton, offering the Minerva, a fir frigate built ſhip, for the Company's ſervice; and the Company's officers having ſurveyed her and made their report, the Committee offer, as their opinion, that ſhe is not a proper ſhip for the Company's employ.

AT A COURT OF DIRECTORS,

Held on Thurſday the 5th April, 1781.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the ſhip Minerva is not a proper ſhip for the Company's ſervice.

AT A COMMITTEE OF SHIPPING,

On Monday the 9th April, 1781.

Mr. Snodgraſs's report of the ſtate of the ſhips building for the Company's ſervice, dated the 4th inſtant, was read. Vide App. No. 146.

AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND, TRADING TO THE EAST-INDIES,

Held on Tueſday the 10th April, 1781.

The Chairman acquainting the Court, that it was appointed to conſider of the ſuſpenſion of the 39th By-Law, whereby it was ordained, that no ſhip ſhould be repaired for going more than four voyages in the Company's ſervice.

And the ſame having been read, it was

Reſolved, That the operation of the ſaid 39th By-Law be ſuſpended during the preſent war.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 18th April, 1781.

On reading a letter from Godfrey Thornton, Eſq. offering the ſhip Minerva to the Court. Vide App. No. 147.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 19th April, 1781.

The Committee having in conſequence of the reference of Court of the 3d inſtant, entered on the conſideration of the terms propoſed by the Owners for the freight of their ſhips, and having had a conference with the Owners thereon, adjourned the further conſideration till to-morrow.

AT A COMMITTEE OF SHIPPING,

On Friday the 20th April, 1781.

The ſeveral Owners whoſe names are mentioned in the margin again attended the Committee, and after a conſiderable time ſpent in conferring with them on the ſubject of their tender, the further conſideration was adjourned to Wedneſday next.

Thomas Boddam, Donald Cameron, John Durand, and Thomas Lane, Eſqrs. Mr. Briſtow for Henry Boulton, Eſq. Mr. Willſon, jun. and Mr. Mavor for Geo. Willſon, Eſq.

Purſuant to reference of Court of the 18th inſtant, the Committee have conſidered the letter from Godfrey Thornton, Eſq. Vide App. No. 147.

again making an offer of the Minerva, a fir built ſhip, and are ſtill of the ſame opinion, which was reported to the Court, on the 5th inſtant, that the above ſhip from the report of the Company's officers who have ſurveyed her, is not a proper ſhip for the Company's employ.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 25th April, 1781.

John Durand, Donald Cameron, Thomas Lane, Thomas Newte, Eqrs. Mr. Briſtow for Henry Boulton, Eſq. Mr. Willſon, jun. for Geo. Willſon, Eſq.

Several Managing Owners again attending the Committee, and having further conferred on the ſubject of their tender, the Committee reported their opinion thereon, for the determination of the Court, viz.

Vide App. No. 142.

Purſuant to reference of Court of the 3d inſtant, the Committee have conſidered the letter from John Durand, Eſq. and ſeveral other Owners of ſhipping tranſmitting the terms on which they are willing to let the ſhips under their management; and having had ſeveral conferences with them on this ſubject, the Committee have exerted their utmoſt endeavours to prevail upon the Owners to lower their terms, or to produce ſome accurate ſtatement of the difference in the expence between the time when the laſt freights were agreed upon and the preſent period; but in theſe endeavours the Committee have been very unſucceſsful,

Vide App. No. 148.

and the only paper delivered in by thoſe gentlemen, is rather incorrect; but, admitting it to be otherwiſe, the difference is thereby ſtated to be about £10. 14s. per ton; the Committee, ſenſible of the immediate want of tonnage, did upon the ſanction of this paper, offer as their opinion, that £45. per ton freight ſhould be given to China and Bencoolen, and £47. per ton to all other parts of India; but it is with much concern the Committee are obliged to report to the Court, that the Owners inſiſt upon £47. 4s. per ton freight to China, and the ſeveral parts of India (being an abatement of £1. 10s. per ton, on their original tender) together with the other terms mentioned in their tender, without delivering any other paper in ſupport of their claim than that before-mentioned, which terms are as follows, viz.

Impreſs	£4. per ton.
Demorage	10d. per Ton, on 500 tons.
Paſſengers	£15. each.

And that it has not been in the Committee's power (notwithſtanding they have held out to the Owners great encouragement to expect a favourable alteration in the cargoes conſigned from China) to induce the Owners to relax in their demands beforementioned.

The Committee therefore could not refrain intimating to the Owners, that the preſent diſtreſſes of the Company for tonnage were ſuch, that the Court muſt be forced to ſubmit to any terms that the Owners ſhould think proper to inſiſt upon, however diſadvantageous to the Company, as there was no other channel through which the Company could get a ſupply of ſhipping.

ping. The Committee have only further to obſerve, that they have not any opinion to offer on this buſineſs; they muſt beg leave to ſubmit the whole to the determination of the Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 25th April, 1781.

The Chairman moving the Court,

Reſolved, That the Owners of the ſhips Blandford, Deptford, and Earl of Cheſterfield, be allowed all the expences they may actually incur in conſequence of hoſtilities having commenced with the States General of the United Provinces.

A report from the Committee of Shipping, dated the 20th inſt. being read,

Reſolved, That the Minerva is not a proper ſhip for the Company's ſervice.

The Committee of Shipping in a report, dated this day, now read, acquainting the Court, that they have had ſeveral conferences with the Owners reſpecting the terms on which they are willing to let their ſhips; and have exerted their utmoſt endeavours to prevail upon the Owners to lower their terms, or to produce ſome accurate ſtatement of the difference in the expence between the time when the laſt freights were agreed upon and the preſent period; but in theſe endeavours the Committee have been very unſucceſsful, and the only paper delivered in by thoſe gentlemen is rather incorrect; but admitting it to be otherwiſe, the difference is thereby ſtated to be about £10. 14s. a ton. The Committee, ſenſible of the immediate want of tonnage, did, upon the ſanction of this paper, offer as their opinion, that £45. per ton freight ſhould be given to China and Bencoolen, and £47. per ton to all other parts of India; but it is with much concern the Committee are obliged to report to the Court, that the Owners inſiſt upon £47. 4s. per ton freight to China, and the ſeveral parts of India (being an abatement of £1. 10s. per ton on their original tender) together with the other terms mentioned in their tender, without delivering any other paper in ſupport of their claim than that before-mentioned, which terms are as follows, viz.

Impreſs	£4. per ton.
Demorage	10*d.* per ton, on 500 tons.
Paſſengers	£15. each.

The Committee have not had it in their power, notwithſtanding they have held out to the Owners great encouragement to expect a favourable alteration in the cargos conſigned from China, to induce the Owners to relax in their demands; they therefore could not refrain intimating to the Owners, that the preſent diſtreſſes of the Company for tonnage were ſuch, that the Court muſt be forced to ſubmit to any terms they ſhould think proper to inſiſt upon, however diſadvantageous to the Company, as

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there was no other channel through which the Company could get a ſupply of ſhipping. The Committee have only further to obſerve, that as they have not any opinion to offer on this buſineſs, they muſt beg leave to ſubmit the whole to the determination of the Court.

Reſolved, That this Court doth approve of the above terms, and

That it be referred to the Committee of Shipping to endeavour to prevail upon the Owners to make an equitable abatement in their freights, provided inſurances may be lowered for their homeward voyages, in conſequence of the ceſſation of hoſtilities; and that a clauſe ſhould be inſerted in thoſe ſhips Charter-Parties accordingly.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 26th April, 1781.

The reference of Court of the 25th inſt. for this Committee to endeavour to prevail upon the Owners to make an equitable abatement in their freights, provided inſurances be lowered for their homeward-bound voyages, in conſequence of the ceſſation of hoſtilities; and that a clauſe ſhould be inſerted in thoſe ſhips Charter-Parties accordingly, was read; and the Committee upon taking the ſame into very mature conſideration, are of opinion, that if the Court ſhould inſiſt upon an abatement under the circumſtances before-mentioned, it might be productive of many inconveniencies on the other hand, in caſe of an increaſe in the premium of inſurance, or other unavoidable expences from the continuance of the war, and that therefore, upon the whole, it appears to the Committee moſt prudent not to preſs the Owners upon this head.

Vide App. No. 149.

Copy of the minutes of the Committee of Private Trade on the 25th January laſt, was then read, recommending that the times ſhould be ſettled *before which*, as well as *after which*, the ſhips ſhould be diſpatched from the ſeveral ports of India and China, and the ſeveral Owners whoſe names are mentioned in the margin, attending agreeably to the Committee's ſummons of yeſterday were acquainted, that the Court have acceded to the terms for taking up their ſhips; and that at a future time the Committee will deſire a conference with them on the ſubject of the minute from the Committee of Private Trade before-mentioned.

Thomas Boddam, Donald Cameron, Tho. Lane, Thomas Newte, Eſquires. Mr. Briſtow for Hen. Boulton, Eſq. Mr. Mavor, for George Willſon, Eſq.

AT A COURT OF DIRECTORS,

Held on Friday the 27th April, 1781.

On a motion,

Reſolved, That the indulgence directed laſt Court to be made to the Owners of the ſhips Blandford, Deptford, and Earl of Cheſterfield, be extended to ſuch other ſhips of this ſeaſon as

come under the deſcription of having incurred extraordinary expences, in conſequence of hoſtilities having commenced with the States of Holland.

On a motion,

Ordered, That tenders for ſhips to be entertained in the Company's ſervice the enſuing ſeaſon be received on Wedneſday, the 9th May next, and that notice be given thereof, agreeably to the draft of an advertiſement, now read and approved, as follows:

"East-India-Houſe, 27th April, 1781.

"The Court of Directors of the United Company of Merchants of England, trading to the Eaſt Indies, do hereby give notice: That they are ready to receive propoſals at any time on or before the 9th day of May next, from any perſons, on what terms and conditions they are willing to let their ſhips to China and all parts of the Eaſt-Indies, for the enſuing ſeaſon, to be chartered at builders contract tonnage, and the kintledge to be conſidered as part thereof; each propoſal being made by two of the Owners and Captain in writing, expreſſing the names of all the Owners, alſo the builders contract tonnage of the ſhip; and that the ſame be ſeverally ſealed up, and left with the Secretary, in order to be laid before this Court."

On reading a letter from Meſſrs. Newte and Cameron, dated this day, incloſing a freſh tender for the ſhip Earl of Cheſterfield, agreeably to the terms ſettled by the Court on the 25th inſtant, as the former tender was withdrawn by Captain Pelly. Vide App. No. 150, 151.

Reſolved unanimouſly, That the ſhip Earl of Cheſterfield be diſcharged from the Company's ſervice, and that all that hath paſſed between the Court and the Owners, regarding the hire and freight of the ſaid ſhip, be to all intents and purpoſes entirely null and void on the part of the Company, unleſs the Owners of the ſaid ſhip ſhall to-morrow, the 28th inſtant, before 12 o'clock at noon, ſign and execute the Charter-Party, ſubject to the terms and conditions which have been already made to them on the part of the Company.

AT A COURT OF DIRECTORS,

Held on Tueſday the 1ſt May, 1781.

Letter from Meſſrs. Newte and Cameron, dated the 28th ult. adviſing, that it will be impoſſible for them to collect the opinions of their Owners at the exact hour appointed by the Court, but expreſſing their hope to be enabled to ſign the Charter-Party of the Earl of Cheſterfield in the courſe of the day, was read. Vide App. No. 152.

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AT A COURT OF DIRECTORS,

Held on Friday the 11th May, 1781.

On a motion,

Ordered, That a General Court be ſummoned to meet at this houſe on Tueſday next, the 15th inſt. at eleven o'clock, to conſider of the confirmation of the ſuſpenſion of the 39th By-Law, and on other affairs.

Vide App. No. 153. The tenders of the following ſhips being now opened, were read, viz;

The Alfred,	Captain James Browne
Calcutta,	William Tompſon
Norfolk,	Samuel Charles Bonham
Hawke,	John Cotton
Worceſter,	John Cook
Ceres,	Thomas Price
Ganges,	George Richardſon
Earl Talbot,	Thomas Hindman
Royal Henry,	Ralph Dundas
Morſe,	Joſeph Elliott
New ſhip in the room of the Mountſtuart,	John Haldane.

Each ſhip being propoſed to be let at builders contract tonnage, on the terms ſettled by the Court on the 25th ultimo, and to be ſubject to all other articles and regulations under which the ſhips were taken up laſt year, alſo,

Vide App. No. 154.

New ſhip in the room of the Godfrey,		Captain Henry Grueber
Ditto	Britiſh King,	Daniel Griffiths Hoare
Ditto	Nottingham,	Peter Stoakes
Ditto	Dutton,	Henry Rice
Ditto	Gatton,	James Rattray
Ditto	Lioneſs,	Thomas Larkins.

Each ſhip being propoſed to be let at builders contract tonnage to all parts of India and China alike at £47. 4s. per ton, demorage at 8d. per ton per day on the builders tonnage, and the immediate payment of all demorage that ſhall become due at the time each ſhip ſhall leave her laſt port in England, to be impreſſed at £4. per ton on the builders contract tonnage, and after the ſhip's arrival at her firſt conſigned port in India, to be advanced, on the ſame conditions as the impreſs paid in England, £150. per month until diſpatched for Europe, the ſilver Arcot rupee to be valued at 2s. ſterling, the pagoda at 7s. 4d. and in all other parts of India the ſilver to be taken by weight at 5s. 2d. per ounce. The Company to pay all advance of ſeamens wages above 26s. per month, and the Owners having completely manned the ſhip, the Company to pay ten guineas per head for replacing all ſuch ſeamen as may be impreſſed or taken out at or after the ſhip's departure from the Hope, and continue paying the like ſum per head as often as the men ſhall be impreſſed and taken away before her final departure from England. To pay the diet of the Soldiers from the time of

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their firſt going on board until the ſhip's departure from her laſt port in England at 1 *s.* per head per day, and to be allowed the ſame during the ſhip's ſtay in any port during the voyage out and home; alſo to pay the paſſage of the ſoldiers at the rate of £15. per head. The ſhip to carry kintledge in proportion as 80 tons are to 657 tons burthen, the ſaid kintledge to be reckoned as part of the ſhip's tonnage, and to be paid for by the Company at whole freight. Demorage to be allowed the Owners for the whole time of the ſhip's detention at any port or place, where ſhe may be detained on the Company's account, or waiting for convoy. The freight to be punctually paid agreeably to the expreſs terms of the Charter-Party, and to be ſubject to all other articles and regulations under which the ſhips were taken up laſt year; likewiſe,

New ſhip in the room of the Ankerwyke, Captain James Barwell, new ſhip in the room of the Sea Horſe, Captain David Arthur, on the ſame terms as the laſt mentioned ſhips, with this proviſo, that ſhould the preſent bill depending in parliament, for preventing deſertion in the navy, paſs into an act, the Owners will not be bound to man their ſhips, neither ſubject themſelves to any penalties on that account, but will be paid for detention; and Vide App. No. 155.

Letter from the Owners of new ſhips in the room of the Vide App. No. 156.

Houghton,	Hillſborough,
Talbot,	Bute,
Royal George,	Hampſhire, and
Shrewſbury,	General Barker.
Prince of Wales,	

Submitting the ſame terms in all reſpects as are propoſed for the Ankerwyke and Sea Horſe, to the conſideration of the Court.

Ordered, That the ſaid tenders be referred to the Committee of Shipping, to examine and report.

AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND, TRADING TO THE EAST-INDIES,

Held on Tueſday the 15th May, 1781.

The Court having, according to notice given, conſidered of the confirmation of the ſuſpenſion of the 39th By-Law during the preſent war, did on the queſtion Vide App. No. 157.

Reſolve, That the operation of the ſaid By-Law be ſuſpended accordingly.

The Chairman then acquainted the Court, that the Company find very great difficulty in procuring ſhips to carry out troops and ſtores to the Eaſt Indies, and that the Court of Directors, agreeably to the 8th By-Law, cannot purchaſe any ſhips for that purpoſe without the conſent of the General Court, wherefore the Court of Directors requeſt this General Court to conſider whether it may not be proper to give them authority to purchaſe ſuch ſhips as may be neceſſary for the purpoſes above mentioned.

And thereupon the 8th By-Law was read, whereby it is ordained "that the Court of Directors ſhall not inveſt any of the Com-

"pany's

" pany's money or effects whatsoever in shipping, except such " small ships as they may have occasion to employ in the East In- " dies."

And the matter of the said By-Law, and the present exigency of the Company's affairs being considered,

It was on the question,

Resolved, That this Court doth give their assent to, and empower the Court of Directors during the continuance of the present war to purchase such ships as they may want to carry troops and stores to India; such ships to be employed by the Company in India, or sold there, but not to be sent home with merchandize.

AT A COURT OF DIRECTORS,

Held on Wednesday the 23d May, 1781.

Vide App. No. 158. On reading a letter from Mr. James Margetson, offering a ship of 330 tons burthen for the Company's service,

Resolved, That the said ship is not fit for the Company's service.

AT A COURT OF DIRECTORS,

Held on Friday the 25th May, 1781.

Vide App. No. 159. Tender of the ship Active, burthen 550 tons, for the Company's service, being read,

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wednesday the 30th May, 1781.

Vide App. No. 160. Account of the dimensions and other particulars of the ship Lady's Adventure, burthen from 800 to 1000 tons, and

Vide App. No. 161. Of the Vrow Catherina Wilhelmina, a Dutch ship, burthen 739 tons, were laid before the Committee.

Vide App. No. 162, and 163. Letter from Godfrey Thornton, Esq. dated this day, enclosing an inventory of the stores belonging to the Minerva, and offering her to the Company for the sum of £13,000 was read, and

Messrs. Snodgrass, Warner, Ferguson, and Dampier, attending the Committee, and being examined respecting the state of that ship as to her ability for an outward-bound voyage to India with troops, it was, upon considering what those officers now submitted as their opinion,

Resolved, That the above ship is not fit for that service; and, upon Mr. Thornton's being called in, the same was signified to him accordingly.

AT

AT A COMMITTEE OF SHIPPING,

On Tueſday the 12th June, 1781.

Mr. Snodgraſs's report of the progreſs of ſhips building and repairing, under this day's date, was now laid before the Committee. Vide App. No. 164.

The Committee having taken into conſideration the reference of Court of the 11th ult. on the tenders of ſhips to be employed for the ſervice of the enſuing ſeaſon; are of opinion, that the under-mentioned ſhips be taken up, on the terms and conditions ſtated in this Committee's report of the 25th April laſt, which are as follows, viz. Vide App. No. 153 to 156.

£47. 4s. per ton freight to China, and the ſeveral parts of India.
£4. per ton impreſs.
10d. per ton demorage on 500 tons.
£15. per head for paſſengers.

The Worceſter, Earl Talbot, Ganges, Hawke, Ceres, Alfred, Calcutta, Royal Henry, Norfolk, Morſe, and new ſhip in the room of the Mount Stuart. And a motion being thereupon made,

Reſolved, That the ſeveral Owners who have tendered their ſhips upon different terms than thoſe recommended in the above report, be requeſted to meet the Committee on Thurſday next, at one o'clock preciſely, relative thereto.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 13th June, 1781.

A report from the Committee of Shipping, dated the 12th inſt. being read,

Reſolved by the ballot, That the ſhips Worceſter, Earl Talbot, Ganges, Hawke, Ceres, Alfred, Calcutta, Royal Henry, Norfolk, Morſe, and new ſhip in the room of the Mount Stuart, be taken up on the terms reſolved on the 25th April laſt, viz.

£47. 4s. per ton freight to China, and the ſeveral parts of India.
£4. per ton impreſs.
10d. per ton demorage on 500 tons, and
£15. per head for paſſengers.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 14th June, 1781.

The Committee having conferred with the Owners, whoſe names are mentioned in the margin, upon the terms of their tenders, which differ from thoſe ſhips which have been taken up; and, after ſome time ſpent in debate, the conference ended without coming to any concluſion, and the Committee made the following report to the Court, viz.

Meſſrs. Buggin, Cameron, Moffat, Money, Pelly, Slater, Smith, Williams, and Capt. Larkins for Mr. W. Larkins.

The Committee having had a conference with the Owners of the new ſhips, tendered upon terms which differ from the ſhips taken up, in the following inſtances, viz.

Terms of new ſhips.	Terms of 11 ſhips taken up.
Demorage, at 8*d.* per ton per day, on the builders tonnage.	Demorage, 10*d.* per ton per day, on 500 tons.
Immediate payment of all demorage that ſhall become due at the time the ſhip ſhall leave her laſt port in England.	Immediate payment of ſuch demorage, above 20 days, as ſhall be due on the ſhip's departure from her laſt port in England.
Impreſs to be advanced at the rate of £150. per month on the ſhip's arrival at her firſt conſigned port in India, till ſhe is diſpatched for Europe.	Not any advance.
Demorage to be allowed for the whole time of the ſhip's detention, at any port or place where the ſhip may be detained on the Company's account, or waiting for convoy.	Whole demorage allowed, if detained by the Company's orders; and two-thirds if detained for convoy.

And the Committee having acquainted thoſe gentlemen, that they had entered fully into the inveſtigation of the freights proper to be given for the ſhips of the enſuing ſeaſon, and on which terms eleven ſhips had been taken up, deſired to know upon what ground they had made an advance in their terms, which was in the article of inſurance only alledged to be raiſed ſince the laſt agreement with the Company.

The Committee then made an offer to accommodate the Owners in the advance of impreſs-money in India and China, provided the ſtate of the treaſuries at the different places would admit of it; and that the orders reſpecting ſuch advance ſhould be expreſſed in poſitive terms; but the Owners ſtill perſiſting on the terms of their tenders; and the Committee not being authorized by the Court, to make any new agreement, in which caſe the Owners of the ſhips already taken up, might expect to partake; the conference ended without coming to any concluſion.

AT A COURT OF DIRECTORS,

Held on Friday the 15th June, 1781.

The Committee of Shipping in a report, dated the 14th inſt. acquainting the Court, that they have had a conference with the Owners of the ſhips tendered upon terms which differ in ſeveral inſtances from thoſe of the eleven ſhips already taken up, and having deſired to know upon what ground they had made an advance in their terms, which was in the article of inſurance only alledged to be raiſed ſince the laſt agreement with the Company.

The Committee then made an offer to accommodate the Owners in the advance of impreſs-money in India and China, provided the ſtate of the different treaſuries would admit of it, and that the orders

ders reſpecting ſuch advance ſhould be expreſſed in poſitive terms; but the Owners ſtill perſiſting in the terms of their tenders, and the Committee not being authorized by the Court to make any new agreement, in which caſe the Owners of the ſhips, already taken up, might expect to partake, the conference ended without coming to any concluſion.

Ordered, That it be referred to the ſaid Committee to endeavour to obtain ſuch terms from the Owners, for the Company's advantage, as they may be able, and to report.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 19th June, 1781.

The Committee having, in conſequence of the reference of Court of the 15th inſtant, had a meeting of the Owners to confer further on the ſubject of their tenders; the Committee's proceedings thereon were reported to the Court as follows, viz.

Purſuant to reference of Court of the 15th inſt. the Committee have this day had a meeting of the Owners, reſpecting the terms on which they are willing to let their ſhips; and the Committee having, in the courſe of their conference with the Owners, endeavoured to make the moſt reaſonable terms for the advantage of the Company, do ſubmit the following propoſitions of the Owners to the determination of the Court, viz.

To be allowed demorage, at the rate of 10*d.* per ton on 550 tons, inſtead of their demand of 8*d.* per ton on the builders tonnage.

To be paid impreſs, at £150 per month, to commence on the ſhip's arrival in India or China, at the following rates of exchange, viz.

The Madras pagoda, at 7*s.* 4*d.* Bengal current rupee, at 1*s.* 10*d.* or the option of the ſilver rupee at 2*s.* Bombay rupee, at 10 per cent. more than the current rupee; Spaniſh dollars, at China, 4*s.* 9*d.* each.

AT A COURT OF DIRECTORS,

Held on Tueſday the 19th June, 1781.

The Committee of Shipping in a report, dated this day, now read, ſtating, that they had a meeting with the Owners reſpecting the terms on which they are willing to let their ſhips; and having endeavoured to make the moſt reaſonable terms for the advantage of the Company, they ſubmit the following propoſitions of the Owners to the determination of the Court, viz.

To be allowed demorage, at the rate of 10*d.* per ton on 550 tons; inſtead of their demand of 8*d.* per ton, on the builders tonnage.

To be paid impreſs, at £150. per month, to commence on the ſhip's arrival in India or China, at the following rates of exchange, viz.

The Madras pagoda, at 7*s.* 4*d.* Bengal current rupee, at 1*s.* 10*d.* or the option of the ſilver rupee at 2*s.* Bombay rupee, at 10 per cent. more than the current rupee; Spaniſh dollars, at China, 4*s.* 9*d.* each.

And

And the Court having conſidered thereof,

Reſolved, That the firſt article, reſpecting demorage, cannot be accepted.

That the impreſs, at £150. per month, be agreed to at the following rates of exchange, viz.

The Spaniſh dollar, 5s. each. Madras pagoda, 7s. 4d. each. Bengal current rupee, 2s. 1d. each. Bombay rupee, 2s. 3d. each.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 27th June, 1781.

Barrington Buggin, Don. Cameron, W. Moffat, W. Money, Th. Newte, R. Preſton, Gilb. Slater, G. Willſon, and Robt. Williams, Eſqrs. and Capt. Tho. Larkins, for Will. Larkins, Eſq.

The Committee having had a conference with the Owners mentioned in the margin, reſpecting the letter that was written to them, in conſequence of the reſolution of Court of the 19th inſtant, and having agreed with them on the terms on which the ſhips are to be taken up the enſuing ſeaſon, reported the ſame to the Court as follows, viz.

Several Owners having attended the Committee on the ſubject of the letter wrote them by the Secretary, in conſequence of the reſolution of Court of the 19th inſtant, and having particularly expreſſed a wiſh, that the impreſs to the ſhips in India or China ſhould be increaſed from £150. to £200. a month, the exchange being ſettled as propoſed by the Court. The Committee recommend that the ſame be complied with, and that the new ſhips be taken up in all other reſpects upon the terms ſettled by the Court, in which the Owners have acquieſced.

The Committee likewiſe ſubmit to the Court to extend the like indulgence reſpecting the advances in India to the 11 ſhips already taken up for the Company's ſervice.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 27th June, 1781.

The Committee of Shipping in a report, dated this day, now read, acquainting the Court, that ſeveral Owners attended, and particularly expreſſed a wiſh that the impreſs to the ſhips in India or China, ſhould be increaſed from £150 to £200 a month, at the exchange propoſed by the Court on the 19th inſtant. The Committee recommend that the ſame be complied with, and that the new ſhips be taken up in all other reſpects, upon the terms ſettled by the Court, in which the Owners have acquieſced.

The Committee likewiſe ſubmit to the Court, to extend the like indulgence reſpecting the advances in India to the eleven ſhips already taken up for the Company's ſervice.

Reſolved, That this Court doth agree in opinion with the ſaid Committee.

Vide Minutes of Committee of Shipping 5th July, 1781.

Tender of the Dutch Eaſt-India ſhip, Vrow Catherina Wilhelmina, 700 tons, Captain George Curtis, on the ſame terms as the ſhips of this ſeaſon, being read,

Ordered,

Ordered, That the ſaid tender be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 5th July, 1781.

Purſuant to reference of Court, of the 27th of laſt month, the Committee conſidered the tender of the Dutch Eaſt-India ſhip, Vrow Catherina Wilhelmina, burthen 700 tons, on the ſame terms as the ſhips of this ſeaſon; and Mr. David Webſter, one of the ſubſcribing Owners attending, he was acquainted this ſhip could not be taken up on the terms therein-mentioned; but if the Owners were deſirous of tendering her for a voyage out to India only, or were inclined to ſell her, the Committee, in either caſe, would be ready to receive their propoſals. Mr. Webſter thereupon promiſed to communicate the Committee's ſentiments to the other Owners, and having agreed to withdraw the preſent tender, the ſame was delivered up to him accordingly.

On a motion,

Ordered, That Mr. Snodgraſs be directed to report from the builders information, and his own obſervation, the order and times in which he thinks the new ſhips will be launched.

AT A COURT OF DIRECTORS,

Held on Thurſday the 5th July, 1781.

On a motion,

Reſolved, That the ſhips building in the room of the Dutton, Captain Henry Rice; Sea Horſe, Captain David Arthur; and Nottingham, Captain Peter Stoakes, be taken up for a voyage to India.

AT A COURT OF DIRECTORS,

Held on Friday the 6th July, 1781.

On reading a letter from Meſſrs. Timothy and William Curtis, offering the new Dutch Eaſt-India ſhip, Vrow Catherina Wilhelmina, for ſale to the Company. Vide App. No. 165.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 10th July, 1781.

Letter from Mr. Gabriel Snodgraſs, dated this day, reporting the order and times in which he thinks the new ſhips will probably be launched, was read. Vide App. No. 166.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 18th July, 1781.

Vide App. No. 167, 168. Vide App. No. 169.

On reading a letter from Mr. William Moffat, encloſing an account of the extraordinary expences incurred in fitting the ſhip Lord Mulgrave, in conſequence of hoſtilities with the Dutch; alſo,

An account of the like expences for the ſhip Southampton.

Ordered, That the ſaid papers be referred to the conſideration of the Committee of Shipping.

AT A COMMITTEE OF SHIPPING,

On Friday the 20th July, 1781.

On a motion,

Ordered, That the ſeveral Managing Owners of the ſhips of this ſeaſon, be acquainted, the Joint Committee of Correſpondence and Shipping deſire a committee of the Owners will favor them with their company, on Wedneſday next, in order to fix the periods which ſhall be deemed out of time for ſhips diſpatch from the Coaſt of Malabar, and the Coaſt of Coromandel.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Wedneſday the 25th July, 1781.

Meſſ. Slater, Willſon, Pelly, Newte, Williams, Mitchell.

The ſeveral Managing Owners whoſe names are mentioned in the margin attending, were acquainted, the Committee wiſhed to have a conference with them upon the clauſes reſpecting the diſpatch of ſhips from the Coaſts of Malabar and Coromandel, and after ſome time ſpent therein, the Owners were deſired to conſider that part of Charter-Party which has reference to thoſe particular points, and to favor the Committee with their ſentiments thereon at an early opportunity.

The Owners having, during the courſe of the conference, deſired that that part of the new clauſe directing the impreſs to be made the ſhips in India or China, "ſhould on the return of the "ſaid ſhip be paid the Company," be expunged, and that it ſtand, "to be allowed the Company, and by them deducted out of the "freight and demorage;" and the Company's Solicitor having ſignified that he ſees no objection thereto, it was agreed to make that alteration in the clauſe accordingly.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Friday the 27th July, 1781.

Meſſ. Slater, Pelly, Newte, Culling Smith.

Several Managing Owners being again with the Committee, agreeably to the minute of the 25th inſtant, on the ſubject of the clauſes in the Charter-Party, reſpecting the diſpatch of the ſhips

from India and China. It was, after a conference of ſome time, mutually agreed between the Committee and Owners, that the ſhips from the Malabar Coaſt ſhould not be diſpatched before the 15th October, nor after the 15th May; and that the times of diſpatch from other places ſhould remain as they now are in the different Charter-Parties.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 31ſt July, 1781.

Letter from Mr. Stephen Todd, dated the 26th inſtant, offering his ſir-ſhip, the Lady's Adventure, with all her furniture and materials, for the ſum of £12,000, being read, Vide App. No. 170.

Reſolved unanimouſly, That this Committee are of opinion, that the ſaid ſhip be not purchaſed by the Company.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 1ſt Auguſt, 1781.

Captain Larkins, and Mr. Barnard, the builder, being called in, were acquainted, that from the particular ſituation of the Company's affairs, it is very eſſential that the new ſhip in the room of the Lioneſs, ſhould be launched ſo ſoon as poſſible. Mr. Barnard aſſured the Committee that his beſt endeavours ſhould be exerted for her being launched the ſecond ſprings in this month; and Captain Larkins repreſented nothing ſhould be omitted on his part to bring her forward, and that ſhe has already moſt of her ſtores compleated.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 1ſt Auguſt, 1781.

Letter from Charles Foulis, Eſq. being read, incloſing accounts of expences incurred by the Owners of the ſhips Southampton and Earl of Hertford, in conſequence of hoſtilities having commenced with the United States of Holland; Alſo, Vide App. No. 171, 172, 173.

Letters from Barrington Buggin and Jeffery Jackſon, Eſqrs. incloſing the like accounts for the ſhips Deptford and Fortitude. Vide App. No. 174, 175, 176, 177, 178.

Ordered, That the above letters be referred to the conſideration of the Committee of Shipping.

AT A COMMITTEE OF SHIPPING,

On Friday the 3d Auguſt, 1781.

Mr. Slater attending the Committee, and having deſired the Charter-Party of the new ſhip in the room of the Sea Horſe, might be altered in ſome particulars which he now pointed out, it was agreed that the time of her coming afloat ſhould be altered from the 4th to the 6th inſtant, but that the chartered tonnage muſt remain at 755 tons, being the amount of the meaſurement of the ſhip under the dimenſions preſcribed by the Court on 1ſt Decem-

ber,

ber, 1779; and in regard to the clauſe in the Charty-Party, page 11, "That the Company ſhould not allow or pay any demorage "for the time the ſhip ſhall take up in amending any defects," which Mr. Slater conſidered as a hardſhip, ſuppoſing ſuch defects ſhould be received in warfare. The Committee in order to remove his apprehenſions on that head, cauſed the Reſolution of Court of the 7th October, 1747, indemnifying the Owners from loſs or damage of their ſhips for acting offenſively againſt his Majeſty's enemies to be read, and ſeveral inſtances being alſo mentioned to Mr. Slater where ſuch damages had been allowed. Mr. Slater intimated to the Committee he was perfectly ſatisfied therewith, and under thoſe encouragements was ready to execute the Charter-Party with the clauſe as it now ſtands.

Mr. Perry being called in, was deſired to acquaint the Committee how ſoon he thinks he may be able to launch the firſt ſhip of thoſe he is now building at Blackwall; Mr. Perry repreſented that uſing every exertion in his power, he thinks he may be able to launch a ſhip in the courſe of next month, but that it is abſolutely impracticable to launch one by the 19th of this month, which was the time intimated by the Committee ſuch ſhip would be wanted.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 8th Auguſt, 1781.

On a motion,

Reſolved by the ballot, That the new ſhip in the room of the Lioneſs, be taken up for a voyage to India.

Vide App. No. 179, 180. Letter from Mr. William Moffat, incloſing an account of expences incurred by the Owners of the ſhip Blandford, in conſequence of hoſtilities with the States of Holland, and

Vide App. No. 181. Tender of the ſhip Juliana, 700 tons burthen, for a voyage to India, being read,

Ordered, That the ſaid papers be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 15th Auguſt, 1781.

On a motion,

Ordered, That it be referred to the Committee of Shipping to receive tenders of ſhips for a voyage out to the Eaſt-Indies, of the burthen of 400 tons and upwards, on or before Wedneſday next, the 22d inſt. at twelve o'clock at noon, and to lay the ſaid tenders, with their opinion thereon, before this Court. Vide App. No. 182.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 15th Auguſt, 1781.

Tender of the ſhip Juliana (late the Lord Camden) burthen about 700 tons, by Meſſrs. Angerſtein and Lewis, for a voyage out to Eaſt Indies, referred by the Court the 8th inſtant, was read. Vide App. No. 183.

Letter from Meſſrs. Timothy and William Curtis, referred the 6th ult. offering the Dutch Eaſt-India ſhip the Vrow Catharina Wilhelmina for ſale to the Company, and Vide App. No. 165.

Tender of that ſhip by thoſe gentlemen, under date 31ſt laſt month, for a voyage out, being alſo read, Vide App. No. 184.

Mr. Curtis was called in, and the Committee having conferred with him on the ſubject of the tender of the Dutch ſhip, for a voyage out, poſtponed coming to any determination thereon till to-morrow.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 16th Auguſt, 1781.

Mr. Curtis attending the Committee agreeably to appointment was called in, when the Committee propoſed terms to him on which they were inclined to take up his ſhip the Vrow Catherina Wilhelmina; and having uſed every argument, and thrown out all the encouragement they could, in order to induce him to lower the terms of his freight, at laſt prevailed on him to abate £3. per ton of his tender; which terms the Committee preferred rather than purchaſing the ſhip and ſtores offered at £15200. The Committee at the ſame time pointed out to Mr. Curtis the urgency of the Company's ſervice required his uſing all poſſible diſpatch in expediting the fitting of the ſhip, which he poſitively aſſured the Committee ſhould be complied with, and even offered to bind himſelf under a penalty for performance of the ſame; that ſhe ſhould be docked immediately, and a ſpar deck laid; and engaged, that ſhe ſhould be at Portſmouth the beginning of October ready to take in troops.

And the particulars of the terms entered with Mr. Curtis were reported to the Court accordingly, viz.

The Committee having taken into conſideration the reference of the Court of the 6th ult. on the letter from Meſſrs. Timothy and William Curtis, offering the Vrow Catherina Wilhelmina, late a Dutch Eaſt-India ſhip, for ſale to the Company; alſo their tender of the ſaid ſhip preſented to this Committee, for a voyage out to the Eaſt-Indies, to be commanded by Captain George Curtis, at £30. per ton freight; and having had ſeveral conferences with Mr. Curtis thereon, and uſed every endeavour to get the terms of his freight lowered, could only prevail on him to make an abatement of £3. per ton, the Committee, upon the matureſt conſideration of the moſt preferable plan, either to purchaſe the ſhip, or to take her up for an outward-bound freight, for the purpoſe of carrying troops, have preferred the latter as the Vide App. No. 165. Vide App. No. 184.

moſt eligible; and do therefore offer it, as their opinion, to the Court, that ſhe be taken up accordingly at the rate of £27. per ton freight, for £740 tons of goods and paſſengers, provided ſhe is capable of taking that quantity on board, or, in caſe of failure, for ſuch tonnage only as ſhe ſhall take on the Company's account, two-thirds of the ſaid freight to be paid on her ſailing from her laſt port in England, and the remaining third to be paid in India, after having fulfilled the conditions of the Charter-Party; that ſhe be navigated by eighty men; that the paſſage and diet of ſoldiers, demorage, difference of wages, and other particulars be upon the ſame footing as the freighted ſhips of this ſeaſon: the Committee are further of opinion, that the Captain and officers be likewiſe indulged with the uſual allowance of Private Trade, with the liberty alſo of remaining in India, under Free Mariners Indentures; that the Owners be allowed to pay into the Company's caſh in India, ſuch ſum as they may receive upon ſettling the freight account; and that the ſhip, after having performed the covenants of the Charter-Party, be diſpoſed of in India under the uſual reſtrictions, or employed in the country ſervice, at the option of the Owners.

On a motion,

Ordered, That Mr. Snodgraſs be directed to ſurvey the ſhip Juliana, late the Lord Camden, that Captain Warner do likewiſe attend the ſurvey, and jointly, with Mr. Snodgraſs, make a report of the ſtate and condition of that ſhip.

AT A COURT OF DIRECTORS,

Held on Friday the 17th Auguſt, 1781.

A report from the Committee of Shipping, dated the 16th inſt. being read,

Reſolved by the ballot, That the ſhip Vrow Catherina Wilhelmina, Captain George Curtis, be taken up for a voyage to India, at the rate of £27. per ton freight, for 740 tons of goods and paſſengers, provided ſhe is capable of taking that quantity on board, or, in caſe of failure, for ſuch tonnage only as ſhe ſhall take on the Company's account, two-thirds of the ſaid freight to be paid on her ſailing from her laſt port in England, and the remaining third to be paid in India, after having fulfilled the conditions of the Charter-Party; that ſhe be navigated by eighty men; that the paſſage and diet of ſoldiers, demorage, difference of wages, and other particulars be upon the ſame footing as the freighted ſhips of this ſeaſon; that the captain and officers be indulged with the uſual allowance of Private Trade, with the liberty of remaining in India, under Free Mariners Indentures; that the Owners be allowed to pay into the Company's caſh in India, ſuch ſum as they may receive upon ſettling the freight account; and that the ſhip, after having performed the covenants of the Charter-Party, be diſpoſed of in India under the uſual reſtrictions, or employed in the country ſervice, at the option of the Owners.

On

On reading a tender of the St. Ann, late a French frigate, burthen 530 tons, for a voyage to India, at £26. per ton. Vide App. No. 185.

Ordered, That the ſaid tender be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Friday the 17th Auguſt, 1781.

Letters from Meſſrs. Snodgraſs, Warner, and Ferguſon, under this day's date, reporting the ſtate and condition of the ſhip Juliana, late the Lord Camden, tendered for a voyage out to India, was read. Vide App. No. 186.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 21ſt Auguſt, 1781.

The following tenders of ſhips for a voyage out to India, upon the terms and conditions therein expreſſed, were read, viz.

The St. Ann, late a French frigate of war, about eighteen months off the ſtocks, burthen 530 tons, by Robert Williams, for Anthony Calvert, Eſq. Vide App. No. 185.

The Earl Cornwallis from 460 to 470 tons, pierced for twenty guns, alſo Vide App. No. 187.

A new ſhip, on the ſtocks, of 510 tons, three decks, and pierced for twenty-two guns, and to be launched by the 20th September; the above two ſhips tendered by J. Wilkinſon. Vide App. No. 187.

The Lady Amherſt, about 460 tons, by John Julius Angerſtein, and Vide App. No. 188.

The Lady Juliana, lately arrived from Jamaica, now ready to go into dock, built about three years ſince, with a four inch bottom, which is propoſed to be ſheathed if taken into this ſervice, burthen 405 tons, whereof Captain Chriſtopher Sayle is propoſed to go commander, with ſixty men and twenty guns; and capable of accommodating 180 paſſengers on the lower and gun decks to India; tendered by Chriſtopher Stevenſon and Jonathan Eade. Vide App. No. 181.

Mr. Snodgraſs and Captain Warner were called in, and received the Committee's directions to ſurvey and report the before-mentioned ſhips.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 22d Auguſt, 1781.

Tenders of the following ſhips were opened and read, viz.

The Queen Charlotte daily expected from Ireland, a frigate, burthen about 500 tons, French built, lately employed as a privateer, is coppered, and mounts thirty-two guns. Vide App. No. 189.

The Amazon, late in the Jamaica trade, burthen 450 tons, three decks, carrying twenty-four guns on one deck, daily expected to arrive from Ireland. Vide App. No. 190.

The Brilliant, of the burthen of 732 tons. Vide App. No. 191.

Mr.

Vide App. No. 192. Mr. Snodgraſs and Captain Warner attending the Committee, delivered their report of the under-mentioned ſhips; which in their opinion may be repaired and afloat within a month from this time, viz.

Lady Amherſt, Cornwallis,
Lady Juliana, And Brilliant.

Vide App. No. 193. Letter from John Julius Angerſtein, Eſq. dated this day, ſignifying that the Lady Amherſt can be got ready in fourteen days from this date, was read.

AT A COMMITTEE OF SHIPPING,

On Friday the 24th Auguſt, 1781.

Tenders of the following ſhips for a voyage out to India, were opened and read, viz.

Vide App. No. 194. The Quebec, burthen 520 tuns, mounting 30 guns, and could be very ſoon ready for ſea.

Vide App. No. 195. The Jolly Tar, burthen 250 tons, now ready for ſea, French built, mounts 18 ſix pounders on the main deck and 6 four pounders on the upper deck, beſides cohorns and ſwivels, and is only thirteen months old.

Reſolved, That the Jolly Tar's tender be not accepted, being unfit for the purpoſe of carrying troops, and

Ordered, That Mr. Snodgraſs, jointly with Captain Warner, do ſurvey the ſhip Quebec, and make a report of her ſtate and condition.

Mr. Snodgraſs and Mr. Ferguſon were called in and directed to make a further report on the Brilliant, as to her being repaired for a voyage out to India.

The Committee then came to the following reſolutions reſpecting the tenders of the undermentioned ſhips, viz.

Vide App. No. 183, 185, 189, 190. That the tenders of the Juliana (late Lord Camden), the St. Ann, late a French frigate, the Queen Charlotte and Amazon daily expected from Ireland, be not accepted, as they cannot be repaired to be got ready in time for the Company's ſervice.

Vide App. No. 188, 181. That the tenders of the Lady Amherſt and the Lady Juliana be likewiſe not accepted, as their height between decks is not ſufficient for the accommodation of troops to India.

Vide App. No. 187. That the tender of a new ſhip by J. Wilkinſon, Eſq. building at Mr. Watſon's yard at Rotherhithe be not accepted, as ſhe cannot be compleated in time, but

Vide App. No. 187, 191, 194. That the conſideration of the tender of the Earl Cornwallis by that gentleman, alſo the tenders of the Brilliant by Robert Williams, Eſq. and the Quebec by James Phyn, Eſq. be deferred till Wedneſday next.

Mr. Curtis attending the Committee was called in, and it being intimated to him from the chair, that every poſſible exertion muſt be uſed in expediting the fitting of the Dutch ſhip, and that it is abſolutely required, on his part, to fulfil the engagements he has entered into with the Company.

Mr. Curtis aſſured the Committee that ſhe would come out of the dock next ſprings, that twenty-five riggers were now at work upon

upon her, that the water caſks are getting ready to be filled, and that no time ſhall be loſt in forwarding the ſhip to Graveſend.

AT A COURT OF DIRECTORS,

Held on Friday the 24th Auguſt, 1781.

Letter from Meſſrs. Timothy and William Curtis, dated the 23d inſtant, adviſing that the name of the ſhip Vrow Catherina Wilhelmina has been altered to the Nottingham, was read. Vide App. No. 196.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 29th Auguſt, 1781.

The following papers were read, viz.

Tender of the Prince George the 28th inſtant by John Wilkinſon, Eſq. frigate-built, burthen 680 tuns, pierced for 24 guns on one deck, for an outward-bound voyage to India. Vide App. No. 197.

Reports ſigned by Mr. Snodgraſs and Captain Warren of this day's date, of ſurveys made on the Quebec tendered on the 24th inſtant, and the Prince George tendered by Mr. Wilkinſon, as above-mentioned. Vide App. No. 198, 199.

Reſolved, That the ſhip Quebec be not accepted for the reaſons mentioned in the above report.

Another report, ſigned by Mr. Snodgraſs, likewiſe dated this day, on the Brilliant, being read, Vide App. No. 200.

Reſolved, That the further conſideration of that ſhip's tender, and of the Prince George, be deferred for the preſent.

AT A COMMITTEE OF SHIPPING,

On Friday 31ſt Auguſt, 1781.

Letter from Meſſrs. Angerſtein and Lewis of this day's date, offering to drop the lower deck of the Lady Amherſt nine or twelve inches, or more if required, and engaging to have her ready and afloat the ſprings after next, being read, Vide App. No. 201.

Reſolved, That this Committee do abide by their former reſolution of the 24th inſtant, not to accept of the tender of the above-mentioned ſhip.

The Chairman and Deputy Chairman, as a Secret Committee, communicated to the Committee of Shipping, the number of troops to embark on the ſhips of this ſeaſon, and the Committee thereupon entering into the conſideration of the ſeveral arrangements neceſſary for their accommodation, it was obſerved, that of the ſeveral ſhips which have been offered, in conſequence of public advertiſement for the hire of ſhips for an outward-bound voyage, the Brilliant is the only one of ſuitable dimenſions of which there is any proſpect of being ready to proceed with the firſt diviſion of ſhips; for the Cornwallis, the next ſhip in point of forwardneſs and capacity, cannot, according to the information given by Mr. Snodgraſs to the Committee this day, be got afloat in leſs than a month; upon this ground it was conſidered a need-

leſs attempt to procure more tranſports to proceed in the firſt diviſion. And the Committee, from the neceſſity of the caſe, muſt ſubmit to its conſiſting of only fifteen freighted ſhips, together with the Dutch Eaſt-India ſhip lately taken up and the Brilliant, provided ſhe ſhall be found fit for the Company's ſervice. In regard to the ſecond diviſion (as a longer time can be allowed) it appeared more eligible to take up ſhips built for this ſervice than employ tranſports, as theſe laſt muſt be hired on very expenſive terms, and little probability of their being ſo well calculated for the accommodation of a number of paſſengers. And the Committee were of opinion, it would be proper that the ſix new ſhips moſt forward (together with the Mountſtuart) ſhould be taken up for the troops and paſſengers who cannot be provided for in the firſt embarkation. And in order to guard againſt any diſappointment from theſe ſeven ſhips proving inſufficient for that purpoſe, the Committee thought it neceſſary to have it in contemplation to recommend two more to be taken up; and ordered, That the Owners of the other five ſhips now on the ſtocks be deſired to ſignify which of them they can engage ſhall be launched ſo early as to proceed with the diviſion of ſhips which may probably ſail from England in February or March next, ſuppoſing the Company's ſervice ſhould require their being taken up this ſeaſon.

Vide App. No. 197, 198.

The Committee then reſuming the adjourned conſideration of the tenders of the ſhips Prince George and Cornwallis,

Vide App. No. 199.

Reſolved, That as Meſſrs. Snodgraſs and Warner, in their report of the 29th inſtant, repreſent they cannot aſcertain the time the Prince George's repairs will take up, and as from Mr. Snodgraſs's information this day, the Cornwallis cannot be got ready in time, neither of thoſe ſhips be taken up for the Company's ſervice.

Ordered, That the Owners of the ſeveral ſhips offered for an outward bound voyage (the Brilliant only excepted) be acquainted the Committee decline accepting their tenders.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 5th September, 1781.

Vide App. No. 202.

Letter from Meſſrs. Snodgraſs and Ferguſon the 5th inſtant being read, adviſing their having ſurveyed the Brilliant now in Mr. Barnard's dry dock, and from any thing they can find neceſſary to be done to her under water for the voyage out, in their opinion ſhe may come afloat again on Thurſday afternoon, or Friday morning, her ſheathing being good although not filled, but as the beams and knees, &c. are prepared for laying a third deck, that buſineſs will be conſiderably expedited by her remaining in the dock until the next ſpring tides, and which will alſo contribute to the general diſpatch of the ſhip. And the Committee having likewiſe conſulted Mr. Wells thereon,

Reſolved, That this Committee are of opinion that the Brilliant will be forwarded with greater diſpatch by her continuing in the dock, in preference to the work being done afloat, and that

ſhe ſhould therefore remain in dock till the beginning of next ſprings.

AT A COMMITTEE OF SHIPPING,

On Friday the 7th September, 1781.

The following letters were read, viz. Vide App.
From Henry Hinde Pelly, and No. 203.
William Moffat, Eſqrs. dated the 3d inſtant, and No. 204.
William Money, and No. 205.
Robert Preſton, Eſqrs. the 4th inſtant. No. 206.
Severally adviſing the reſpective times when the new ſhips in the room of the Europa, Godfrey, Royal George and Hampſhire will launch.

From Timothy Curtis, Eſq. dated this day, that notwithſtanding every effort to get the ſhip Nottingham out of the dock their attempts have proved ineffectual, but the Owners hope this detention will not be attended with much inconvenience, as they will thereby have an opportunity of compleating the carpenter's work. Vide App. No. 207.

AT A COURT OF DIRECTORS,

Held on Friday the 7th September, 1781.

On ſeveral motions,

Reſolved by the ballot unanimouſly, That the following ſhips be taken up for India, viz.

New Ships in the room of the	Bute	Talbot
	Britiſh King	Ankerwyke and
	Shrewſbury	Gatton.

Ordered, That it be referred to the Committee of Shipping to report their opinion on what terms the ſhip Royal Biſhop ſhould proceed to India this ſeaſon in the Company's ſervice.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 12th September, 1781.

Letter from Culling Smith, Eſq. dated the 9th inſtant was read, encloſing a letter from Wm. Wells, Eſq. under date the 6th inſtant, intimating that they cannot aſcertain, with any preciſion, when the new ſhip in the room of the Houghton may be launched. Vide App. No. 208, 209.

The Committee thereupon entering into the conſideration of the above letter, as well as thoſe from Henry Hinde Pelly, William Moffat, Wm. Money and Robert Preſton, Eſqrs. which were read the 7th inſtant, made the following report to the Court, viz. Vide App. No. 203 a 206.

The Committee under the apprehenſions that the Company's ſervice may require three more ſhips to be taken up this ſeaſon, have made the neceſſary enquiry into the ſtate of the five ſhips now on the ſtocks, and from the beſt information they are able to obtain, the Committee are inclined to believe the new ſhips in the

the room of the Europa, Godfrey, and Royal George may be launched ſo early as to proceed with the ſecond diviſion of ſhips, ſuppoſing the time of their departure from England ſhould be fixed for March next; but in order to expedite theſe ſhips, it may be neceſſary to adviſe the Owners, very early, of the Court's intentions of taking them into the Company's ſervice this ſeaſon, which it is preſumed ſhould be done under the expreſs conditions, that they ſhall be ready to take in goods in the month of January next, and not otherwiſe; and it appears to this Committee equally proper, that the Owners of the other two new ſhips (the Houghton and Hampſhire) be acquainted, they will not be taken up, as it appears that they cannot be got ready in time.

The Court having, on the 7th inſtant, referred to this Committee to conſider on what terms the ſhip Royal Biſhop ſhould proceed to India this ſeaſon in the Company's ſervice, and having conferred with Mr. Williams, the Managing Owner thereon, the Committee made the following report to the Court, viz.

The Committee, in conſequence of the reference of Court of the 7th inſtant, have taken into conſideration on what terms the ſhip Royal Biſhop (late Egmont) ſhould proceed to India this ſeaſon, in the Company's ſervice; the Committee find that the above ſhip was entertained on the 3d January laſt, for a voyage to India, on the ſame terms as the ſhips of the ſeaſon of 1780; but as this ſhip muſt have experienced, in common with others now going out, thoſe extraordinary expences upon which the Owners reſt their claim for the freights which are now given, it appears reaſonable, in this Committee's opinion, that the Royal Biſhop ſhould be put on the ſame footing, and in all reſpects conſidered as a ſhip of the ſeaſon 1781.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 12th September, 1781.

A report from the Committee of Shipping, dated this day, being read,

Reſolved by the ballot, That the new ſhips in the room of the Europa, Godfrey, and Royal George be taken up for India this ſeaſon, under the expreſs condition, that they ſhall be ready to take in goods in the month of January next, and not otherwiſe; and that the Owners of the new ſhips building in the room of the Houghton and Hampſhire be acquainted, that thoſe ſhips will not be taken up, as it appears from their own letters, that they cannot be got ready in time.

A further report from the Committee of Shipping, dated this day, being alſo read,

Reſolved, That the ſhip Royal Biſhop be put on the ſame footing, and in all reſpects conſidered as a ſhip of the ſeaſon 1781.

AT

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 19th September, 1781.

Letter from Meſſrs. Snodgraſs and Ferguſon, dated the 12th inſtant, ſignifying, that when the repairs, now going on, of the Brilliant are compleated, and the third deck finiſhed, ſhe will, in their opinion, be very ſafe for an outward-bound paſſage to India, was read. Vide App. No. 210.

AT A COURT OF DIRECTORS,

Held on Friday the 21ſt September, 1781.

The Deputy Chairman tendering the ſhip Brilliant to the Company for a voyage to India,

The Court approved of the following minute to be laid before the General Court, on Wedneſday next, the 26th inſtant, viz.

That it is neceſſary for the Company to engage tranſports to carry troops to the Eaſt-Indies this ſeaſon, and the Court of Directors having adverti ſed for the ſame, found very great difficulty in getting ſhips proper for the purpoſe; in this ſituation Sir William James, being an Owner of the ſhip Brilliant then employed in the ſervice of government, cauſed her to be tendered, conſidering it as a great accommodation to the Company; but previous thereto, he informed the Court of his being an Owner; that ſhe is a ſhip very fit for the employ, and as ſhipping is wanting for the tranſport ſervice, the Court would have been glad to take her, but are reſtrained by the 9th By-Law, which ordains, "That no "ſhip or veſſel ſhall be hired or freighted by the Court of Di- "rectors, wherein any Director is directly or indirectly con- "cerned or intereſted, as an Owner or a Part-Owner."

As this ſhip cannot be taken into the Company's employ by the Court of Directors, agreeably to the above-mentioned By-Law; and for want of her, the Company will not be able to engage a ſufficient quantity of ſhipping proper for the tranſport ſervice; the Court of Directors think it incumbent upon them to lay this matter before the General Court, before they come to any reſolution.

Letter from John Mitford, Eſq. dated the 20th inſtant, encloſing an account of expences incurred in fitting out the ſhip Northumberland, in conſequence of hoſtilities having commenced with the United States of Holland, being read, Vide App. No. 211 & 212.

Ordered, That the above letter be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 26th September, 1781.

On reading the requeſt of the Owners of ſeveral ſhips to be reimburſed the expences they have incurred, in conſequence of hoſtilities having commenced with the United States of Holland, Vide App. No. 213.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND, TRADING TO THE EAST-INDIES,

Held on Wedneſday the 26th September, 1781.

The Chairman ſubmitting to the Court the conſideration of the minute of the Court of Directors of the 21ſt inſtant, relative to taking the ſhip Brilliant into the Company's ſervice,

The ſame was then read, being as follows, viz.

That it is neceſſary for the Company to engage tranſports to carry troops to the Eaſt Indies this ſeaſon, and the Court of Directors having advertiſed for the ſame, found very great difficulty in getting ſhips proper for the purpoſe; in this ſituation Sir William James, being an Owner of the ſhip Brilliant, then employed in the ſervice of Government, cauſed her to be tendered, conſidering it as a great accommodation to the Company, but previous thereto, he informed the Court of his being an Owner; that ſhe is a ſhip very fit for the employ, and as ſhipping is wanted for the tranſport ſervice, the Court would have been glad to take her, but are reſtrained by the 9th By-Law, which ordains, "That no ſhip or veſſel ſhall be hired or freighted "by the Court of Directors, wherein any Director is directly or "indirectly concerned or intereſted, as an Owner or a Part-"Owner."

As this ſhip cannot be taken into the Company's employ by the Court of Directors, agreeably to the above-mentioned By-Law, and as for want of her, the Company will not be able to engage a ſufficient quantity of ſhipping proper for the tranſport ſervice, the Court of Directors think it incumbent upon them to lay this matter before the General Court, before they come to any reſolution.

And the Court having taken the opinion of Mr. Smith, the Company's Solicitor, reſpecting the reſtriction contained in the 9th By-Law.

It was, after ſome debate, moved, and on the queſtion,

Reſolved, That it be recommended to the Court of Directors to freight the ſhip Brilliant, belonging to Sir William James, Bart. one of the Directors and Deputy Chairman of this Company, as a tranſport ſhip to carry troops to the Eaſt-Indies, upon the ſame terms as they freight other tranſport ſhips for this ſeaſon.

AT A COURT OF DIRECTORS,

Held on Friday the 28th September, 1781.

Vide App. No. 214. Letter from Sir William James, Bart. dated this day, being read, tendering the ſhip Brilliant, for a voyage out to the Eaſt-Indies.

Ordered,

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Friday the 28th September, 1781.

Purſuant to reference of Court of this day, the Committee took into Conſideration the tender of the ſhip Brilliant, by Sir William James, Bart. for an outward-bound voyage to the Eaſt-Indies; and reported to the Court their opinion as follows, viz. Vide App. No. 214.

The Committee have taken into conſideration the tender by Sir William James, Bart. of the ſhip Brilliant, for a voyage to the Eaſt-Indies, burthen about 732 tons, to be commanded by Captain Edmund Elliſtone, and to be navigated by ſeventy men, at the rate of £26. 10s. per ton, to be allowed demorage at the ſame rate as the freighted ſhips, with a proportionable abatement therein for the difference in the wages and victualling thirty men, and to be conſidered in all other reſpects the ſame as the Nottingham, and are of opinion the Brilliant be taken upon thoſe terms, for a voyage out to India. Vide App. No. 214.

AT A COURT OF DIRECTORS,

Held on Friday the 28th September, 1781.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the ſhip Brilliant, burthen about 732 tons, to be commanded by Captain Edmund Elliſtone, and navigated by ſeventy men, be taken up for a voyage to India, at the rate of £26. 10s. per ton, to be allowed demorage at the ſame rate as the freighted ſhips, with a proportionable abatement for the difference in the wages and victualling thirty men, and to be conſidered in all other reſpects the ſame as the ſhip Nottingham.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 2d October, 1781.

Letter from Mr. James Mather, dated this day, offering a new ſhip on the ſtocks, which may be ready to launch in a month, for an outward-bound voyage to India, being read, Vide App. No. 215.

Reſolved, That Mr. Mather's offer of the above ſhip be not accepted.

On reading a letter from John Julius Angerſtein, Eſq. under this day's date, tendering a new ſhip of about 600 tons, laying in the Greenland Dock, for a voyage out to India, upon the terms therein-mentioned, or to be purchaſed, as ſhe now lays, for £13000. Vide App. No. 216.

Reſolved, That the conſideration of Mr. Angerſtein's tender be deferred till to-morrow.

AT

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 3d October, 1781.

It being highly neceſſary, in the Committee's opinion, that a quantity of proviſions and ſtores ſhould be ſent to St. Helena on ſome ſhip to proceed with the firſt diviſion, and Mr. John Julius Angerſtein having made an offer of the ſhip Ann and Amelia, about 620 tons, to be navigated by fifty men; the Committee are of opinion, that ſhe be employed on this ſervice at the rate of £12. per ton, for 600 tons certain, and at the ſame rate for any further quantity this Committee may think proper to order on board; that two-thirds of the freight be paid on the ſhip's departure from England, and the remainder likewiſe to be paid in England, on the proper certificate of the delivery of the cargo; the tonnage and paſſage to be calculated in the uſual manner, and the demorage to be ſettled in the ſame proportions as other ſhips taken up for an outward-bound voyage to India.

And the ſame was reported to the Court.

AT A COURT OF DIRECTORS,

Held on Friday the 5th October, 1781.

A report from the Committee of Shipping, dated the 3d inſt. being read,

Reſolved, That the ſhip Ann and Amelia, burthen about 620 tons, twenty guns, and to be navigated by fifty men, be employed to carry proviſions and ſtores to St. Helena with the firſt diviſion of ſhips, at the rate of £12. per ton, for 600 tons certain, and at the ſame rate for any further quantity the ſaid Committee may think proper to order on board; that two-thirds of the freight be paid on the ſhip's departure from England, and the remainder likewiſe to be paid in England, on the proper certificate of the delivery of the cargo; the tonnage and paſſage to be calculated in the uſual manner, and the demorage to be ſettled in the ſame proportion as other ſhips taken up for an outward-bound voyage to India.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 10th October, 1781.

Vide App. No. 217. Letter from John Julius Angerſtein, Eſq. dated this day, offering the ſhip Ann and Amelia, for a voyage out to India, on the terms therein-mentioned, was read.

AT A COMMITTEE OF SHIPPING,

On Friday the 12th October, 1781.

Vide App. No. 218. Letter from John Julius Angerſtein, Eſq. under this day's date, making a tender of the Ann and Amelia for a voyage out to India, upon the terms therein-mentioned, being read, and

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The Committee, from a communication with the Chairman and Deputy Chairman, as a Secret Committee, as to the probable number of troops which will be ready to proceed with the firſt diviſion of ſhips, being of opinion, that the ſhip Ann and Amelia, entertained for a voyage to St. Helena, may be more uſefully employed in carrying a proportion of troops to India, recommended to the Court, that the ſhip Ann and Amelia to be navigated by ſeventy men, be now taken up for a voyage out to India, on the ſame terms as the Brilliant, upon the expreſs condition of her coming afloat and being ready to take in goods the 21ſt inſtant.

AT A COURT OF DIRECTORS,

Held on Friday the 12th October, 1781.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the ſhip Ann and Amelia, taken up on the 5th inſtant, to carry ſtores to St. Helena, to be navigated by ſeventy men, be now taken up for a voyage out to India, on the ſame terms as the Brilliant, upon the expreſs condition of her coming afloat, and being ready to take in goods on the 21ſt inſt.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 17th October, 1781.

Letter from John Julius Angerſtein, Eſq. the 15th inſtant, that he agrees the contract ſhall be void if the Ann and Amelia is not ready at the preſcribed time, was read. Vide App. No. 219.

On reading a letter from Anthony Calvert, Eſq. under this day's date, making a tender of the ſhip Recovery, Vide App. No. 220.

Ordered, That ſhe be ſurveyed by Meſſrs. Oliver and Snodgraſs, and that they report their opinion of her ſtate and condition to the Committee.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 18th October, 1781.

On reading a letter from John Julius Angerſtein, Eſq. da te this day, deſiring that the Ann and Amelia may continue a few days longer in dock, as ſhe will be thereby ſooner finiſhed than by coming afloat the 21ſt inſtant. Vide App. No. 221.

Reſolved, That this Committee do abide by the firſt agreement for her coming afloat on the above day.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 24th October, 1781.

Letter from John Julius Angerſtein, Eſq. dated the 23d, that the Ann and Amelia is afloat, was read. Vide App. No. 222.

Tender of the ſhip Old Harbour, by Mr. Jeſſe Curling, dated the 18th inſtant, for a voyage to St. Helena, upon the terms therein-mentioned, and, Vide App. No. 223.

Vide App. No. 224. Meſſrs. Oliver and Snodgraſs's report of the ſtate and condition of the ſhip Recovery, under date the 19th inſtant, being read,

Vide App. No. 223, 220. Reſolved, That Mr. Curling's tender of the Old Harbour, and Mr. Calvert's tender of the Recovery, read in the Committee, the 17th inſtant, be not accepted.

AT A COURT OF DIRECTORS,

Held on Friday the 16th November, 1781.

Vide App. No. 225. On reading the requeſt of Sir Charles Raymond, Bart. for leave to build a new ſhip on the bottom of the Granby, to be commanded by Captain John Johnſton,

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 21ſt November, 1781.

Vide App. No. 226. Letter from Sir John Burgoyne, Bart. Commander in Chief of his Majeſty's Forces, ordered for the Eaſt-Indies, recommending that an hoſpital ſhip and a ſufficient quantity of eſſence of malt may be provided,

Ordered, That it be referred to the Committee of Shipping, to give the neceſſary directions therein.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 22d November, 1781.

Vide App. No. 167 to 169. 171 to 178, 179, 180. 211, 212. The Committee having taken into conſideration the claims of the Owners of ſeveral ſhips of laſt ſeaſon, for extra expences in their outfit, (occaſioned by the declaration of hoſtilities againſt the States of Holland, on the 21ſt December, 1780) under the reſolutions of the Court of Directors, on the 25th and 27th April, 1781, for the Owners being allowed ſuch expences as ſhould be incurred thereby; which ſeveral claims were referred by orders of Court of the 18th July, 1ſt and 8th Auguſt, and 21ſt September laſt;

And the Committee having made a conſiderable progreſs in the inveſtigation of thoſe accounts, and conferred with Mr. Foulis reſpecting his claims for the Southampton and Earl of Hertford, it was in conſequence of what paſſed with Mr. Foulis, in explanation of his ſtatements, as well as upon the moſt mature conſideration of a great variety of papers which have been laid before the Committee on this ſubject,

Reſolved, That this Committee are of opinion, it is reaſonable and proper the Owners of the Southampton and Earl of Hertford, ſhould be allowed for the difference in the article of inſurance, being 15 guineas per cent.

That they be likewiſe allowed at the rate of 5 *s.* per tierce on the quantity of ſalt proviſions; £3. 10*s.* per ton on cordage, and £1. per barrel on gunpowder; alſo the charge of ſundry articles ſupplied for the uſe of his Majeſty's troops;

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But that the ſums charged for the hire of pilots men, labourers and others, and for difference of paſſage on military, be not admitted.

AT A COMMITTEE OF SHIPPING,

On Friday the 23d November, 1781.

The Committee having taken into conſideration the reference of Court of the 21ſt inſtant, on a letter from Sir John Burgoyne, Bart. Commander in Chief of the Troops going to India, recommending as a matter abſolutely neceſſary, in his opinion, for the preſervation of the mens lives, that an hoſpital ſhip ſhould be provided; Vide App: No. 226.

Ordered, That the Secretary acquaint Sir John Burgoyne, that the Committee are apprehenſive it is now too late to attempt to provide an hoſpital ſhip within the time which the Committee underſtand is appointed for the ſailing of the convoy, but as every meaſure has been taken for keeping the Company's ſhips perfectly clear, and for making the accommodation of the King's troops, in every reſpect, as comfortable as poſſible; the Committee hope, under theſe circumſtances, an hoſpital ſhip will not be ſo eſſentially neceſſary as it might otherwiſe appear to be.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 28th November, 1781.

Accounts of the extra expences to be allowed the Owners of the ſhips Southampton and Earl of Hertford, framed upon the Committee's reſolutions of the 22d inſtant, were laid before the Committee, and being approved, the Committee made the following report to the Court, viz.

The Committee having taken into conſideration the claims of the Owners of ſeveral ſhips of laſt ſeaſon, for extra expences in their outfit, (occaſioned by the declaration of hoſtilities againſt the States of Holland, on the 21ſt December, 1780) under the reſolutions of the Court of Directors, on the 25th and 27th April, 1781, for the Owners being allowed ſuch expences as ſhould be incurred thereby; which ſeveral claims were referred by orders of Court of the 18th July, 1ſt and 8th Auguſt, and 21ſt September laſt.

And the Committee having made a very minute inveſtigation of thoſe accounts, and conferred with Mr. Foulis reſpecting his claims for the Southampton and Earl of Hertford, the Committee in conſequence of what has paſſed with Mr. Foulis, in explanation of his ſtatement, as well as upon the moſt mature conſideration of a great variety of papers which have been laid before them on this ſubject; do offer, as their opinion, that it is reaſonable and proper the Owners of the Southampton and Earl of Hertford, ſhould be allowed for the difference in the articles of inſurance, being 15 guineas per cent.

That they be likewiſe allowed at the rate of 5ſ. per tierce on the quantity of ſalt proviſions; £3. 10ſ. per ton on cordage, and £1. per barrel on gunpowder; alſo the charge of ſundry articles ſupplied for the uſe of his Majeſty's troops.

And

And that warrants be made to the Owners accordingly, for thoſe expences amounting,

For the Southampton, to	-	£2768 11s.
Earl of Hertford	- -	3748 0

But that the ſums charged for the hire of pilots men, labourers and others, and for difference of paſſage on military, be not admitted.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 28th November, 1781.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the Owners of the ſhips Southampton and Earl of Hertford, be allowed for the difference in the article of inſurance, occaſioned by the declaration of hoſtilities againſt the States of Holland, being 15 guineas per cent.

That they be likewiſe allowed at the rate of 5s. per tierce on the quantity of ſalt proviſions; £3. 10s. per ton on cordage, and £1 per barrel on gunpowder; alſo the charge of ſundry articles ſupplied for the uſe of his Majeſty's troops.

And that warrants be made out to the Owners accordingly, for thoſe expences amounting,

For the Southampton, to	- -	£2768 11s.
Earl of Hertford	- -	3748 0

But that the ſums charged by the Owners for the hire of pilots men, labourers and others, and for difference of paſſage on military, be not admitted.

Vide App. No. 227, and 228.

On reading a letter from the Earl of Hillſborough, encloſing a letter from Sir John Burgoyne, reſpecting the neceſſity of providing an hoſpital ſhip for the troops now going to India, and

Vide App. No. 229, and 230.

Note from Lord Amherſt, encloſing copy of a letter from Sir John Burgoyne, reſpecting the accommodation of the troops,

Ordered, That they be referred to the conſideration of the Committee of Shipping.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 29th November, 1781.

Vide App. No. 227 to 230.

The Committee having taken into conſideration the references of laſt Court on the letters from the Earl of Hillſborough and Lord Amherſt, encloſing Letters from Major General Sir John Burgoyne, Bart. preſſing the neceſſity of an hoſpital-ſhip, and the Chairman and Deputy having, in a confidential communication, intimated to the Committee that the number of troops will probably fall ſhort about 300 men; by which means there will be a ſhip to ſpare.

Ordered, That the Secretary acquaint their Lordſhips that, ſince the Committee's ſentiments on this ſubject have been tranſmitted to Sir John Burgoyne, the Committee have reconſidered the matter; and, upon the fulleſt inveſtigation and information as to the number of troops, and the ſhips appointed to receive them, the Committee

mittee have come to a reſolution of appropriating the Morſe, the largeſt ſhip of this diviſion, for that particular ſervice.

AT A COURT OF DIRECTORS,

Held on Friday the 30th November, 1781.

Letter from Thomas Newte, Eſq. tranſmitting an account of extra expences incurred on the ſhip Earl of Cheſterfield, in conſequence of the war with Holland, being read, Vide App. No. 231 and 232.

Ordered, That the ſaid papers be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 5th December, 1781.

On reading letters from John Durand, Eſq. and Mr. David Briſtow, tranſmitting accounts of the difference of inſurance on the ſhips, Lord North and Eſſex, on account of the Dutch war, Vide App. No. 233, 234.

Ordered, That the ſaid letters be referred to the Committee of Shipping to examine and report.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 6th December, 1781.

Mr. Jackſon, Managing Owner of the ſhip Fortitude, attending the Committee, conferred with them on the Owners claim for extra expences, in conſequence of the declaration of hoſtilities againſt the States of Holland; and, after a minute examination of the ſame, the Committee made the following report to the Court, viz. Vide App. 170, 177, 178.

The Committee having ſince their report of the 28th ultimo, conferred with Mr. Jackſon on the claim of the Owners of the ſhip Fortitude, for extra expences occaſioned by the Dutch war (referred to this Committee's conſideration the 1ſt Auguſt laſt) the Committee offer, as their opinion, that the Owners be allowed for the difference of inſurance, at the rate of 15 guineas per cent. on the outfit of the ſhip, alſo 5ſ. per tierce in the difference of the price of Iriſh proviſions; and that a warrant be made to the Owners for the ſum of £3359. 10ſ. being the amount thereof; but that the other charges claimed by the Owners for the hire of pilots men, labourers and others, be not admitted.

AT A COMMITTEE OF SHIPPING,

On Friday the 7th December, 1781.

Purſuant to reference of Court of the 16th of laſt month, the Committee have conſidered the requeſt of Sir Charles Raymond, Bart. to build a ſhip on the bottom of the Granby, to be commanded by Captain John Johnſon, and are of opinion he have Vide App. No. 225.

leave accordingly, under the regulations of Court of 1ſt December, 1779, in regard to dimenſions.

And the ſame was reported to the Court.

AT A COURT OF DIRECTORS,

Held on Friday the 7th December, 1781.

A report from the Committee of Shipping, dated the 6th inſt. being read,

Reſolved, That the Owners of the ſhip Fortitude be allowed for the difference of inſurance occaſioned by the Dutch war, at the rate of 15 guineas per cent. on the outfit of the ſhip; alſo 5*s.* per tierce in the difference of the price of Iriſh proviſions, and that a warrant be made out to the Owners for the ſum of £3359. 10*s.* being the amount thereof; but that the other charges claimed by the Owners for the hire of pilots men and labourers, be not admitted.

On reading a further report from the Committee of Shipping, dated this day,

Reſolved, That Sir Charles Raymond, Bart. have leave to build a ſhip on the bottom of the Granby, to be commanded by Captain John Johnſton, under the regulations of Court of the 1ſt December, 1779, with reſpect to dimenſions.

AT A COMMITTEE OF SHIPPING,

On Friday the 14th December, 1781.

Vide App. No. 211, and 212.

Mr. Mitford, Managing Owner of the ſhip Northumberland, attending the Committee, conferred with them on the Owners claim for extra expences, in conſequence of the declaration of hoſtilities againſt the States of Holland, and after a minute examination of the ſame, the Committee made the following report to the Court, viz.

The Committee having conferred with Mr. Mitford on the claim of the Owners of the ſhip Northumberland, for extra expences occaſioned by the Dutch war, (referred the 21ſt September laſt) the Committee offer, as their opinion, that the Owners be allowed for the difference of inſurance at the rate of 15 guineas per cent. on the outfit of the ſhip; alſo for a difference in the price of cordage; and that a warrant be made to the Owners for the ſum of £3492. 3*s.* being the amount thereof; but that the charge claimed by the Owners, for the hire of labourers, be not admitted.

AT A COURT OF DIRECTORS,

Held on Friday the 14th December, 1781.

The Court being informed, that Captain Greer, of the ſhip Brilliant, had been ſeen in town for ſome days paſt without their permiſſion,

Ordered,

Ordered, That the Secretary do write by expreſs to Captain Greer, requiring him to come to town immediately to anſwer for his conduct on this occaſion to the Committee of Shipping; and that the Chief Mate do forthwith proceed in command of the ſaid ſhip to Porſmouth, under convoy from the Downes.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the Owners of the ſhip Northumberland be allowed for the difference of inſurance occaſioned by the Dutch war, at the rate of 15 guineas per cent. on the outfit of the ſhip; alſo for the difference in the price of cordage; and that a warrant be made out to the Owners for £3492. 3s. being the amount thereof; but that the charge, for the hire of labourers, be not admitted.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 18th December, 1781.

Mr. Snodgraſs's report of the progreſs of ſhips building for the Company's ſervice, under date 12th inſtant, was laid before the Committee. Vide App. No. 235.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 19th December, 1781.

Mr. Boddam, Managing Owner of the Morſe, was called in, and the Committee conferred with him on ſeveral points reſpecting the Morſe being employed in the ſervice of an hoſpital ſhip.

The Court having, on the 14th inſtant, tranſmitted their orders to Captain Greer, commander of the Brilliant, to attend this Committee to anſwer for his conduct in abſenting himſelf from his duty without the Court's permiſſion; and Captain Greer now attending, was examined accordingly.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 20th December, 1781.

Letter from Thomas Boddam, Eſq. dated this day, being read, adviſing, that the Owners of the Morſe think the propoſals of the Committee inadequate to the expence and riſk of the undertaking, which, added to the apprehenſion of the petty officers and ſeamen leaving the ſhip, the Owners deſire ſhe may proceed on the voyage as ſtationed, agreeably to the Charter-Party. Vide App. No. 236.

Ordered, That Mr. Boddam be acquainted it is now too late to alter the deſtination of the ſhip; but if he will ſtate what are the Owners expectations as to extra allowances, the ſame will be conſidered by the Committee.

Mr. Boddam attending the Committee in conſequence of the above anſwer, repeated the Owners apprehenſions as to loſing the

the ſhip's company, and the great difficulty and expences of replacing them, that the Owners wiſhed very much that the ſhip may be excuſed from the ſervice at all events, but ſhould ſhe be ſo employed, the Owners would expect, if ſhe ſhould loſe her paſſage, to be conſidered the ſame as if ſhe had come home full freighted, and to be allowed a demorage of £1000. per month.

Captain Greer again attending the Committee, was further examined reſpecting the ſtate and condition of the ſhip Brilliant.

AT A COURT OF DIRECTORS,

Held on Friday the 21ſt December, 1781.

It being obſerved to the Court, that Captain William Greer, commander of the ſhip Brilliant, had quitted his duty on board that ſhip, without permiſſion for ſo doing; that an enquiry had thereupon enſued, by the Committee of Shipping, into the ſtate and condition of that ſhip, for the performance of the ſervice which ſhe is engaged for; and that it will therefore be neceſſary, that enquiry ſhould be made into the ability and propriety of the equipment for the effectual diſcharge of ſuch ſervice,

And the Deputy Chairman, as Owner of the ſaid ſhip, having been heard at large on that ſubject in explanation of the meaſures which had been taken to render the ſhip perfectly compleat in all points, for diſcharging his engagement with the Company in the moſt proper manner,

And the Court being thereupon moved, it was

Ordered, That Captains John Oliver and Thomas Warner, with Meſſrs. Gabriel Snodgraſs and Gilbert Ferguſon, do repair on board the Brilliant at Spithead, to make a general ſurvey and examination into the ſtate and condition of the ſaid ſhip, her tackle, apparel, furniture, ſtores, guns, ſmall arms, ammunition, and proviſions of all kinds, according to the Charter-Party contract with the Company; alſo the nature, quantity and particulars of the goods on board; and of what further tonnage the ſaid ſhip may be capable of receiving; together with her draught of water; and thereupon to report the ſame, and all their proceedings therein, in the moſt perfect and impartial manner for the information of this Court.

AT A COMMITTEE OF SHIPPING,

On Friday the 28th December, 1781.

The Court having, on the 14th inſtant, tranſmitted their orders to Captain Greer, commander of the Brilliant, to attend this Committee, to anſwer for his conduct, in abſenting himſelf from his duty without the Court's permiſſion; and Captain Greer having attended accordingly, on 19th inſtant, it appears upon his examination,

That the ſhip, in his opinion, was not ſufficiently found with ſtores, or fit to proceed on a voyage to India; that with theſe ſentiments he requeſted the permiſſion of Sir William James to reſign the command of the ſhip, aſſigning for reaſon, that it was extremely inconvenient for him to proceed on account of his own private affairs, and came up to town for that purpoſe on the 8th inſt.

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inſt. That he was, however, prevailed upon to take charge of her round to Portſmouth, and returned on board the 12th; but he cannot conſiſtently, with his own feelings, think of attempting to continue in the command of the ſhip to India. Captain Greer being then particularly interrogated as to the ſtate and condition of the ſtores and proviſions; he repreſented that upon his going aboard in the Hope, he found the rigging, in general, very indifferent; all the running ropes being old, and many ſpliced. That ten hundred weight of rope came down afterwards, which was for breechings and main and fore-ſheets. That the ſhip was, in general, very deficient in boatſwains, gunners, and carpenters ſtores. That he was informed, by the officers, that the ſalt proviſions were ſome new and ſome old; but he cannot ſpeak from his own knowledge as to the quantity or quality.

That the ſhip is not lumbered at preſent, but the hold is quite full.

That he was informed it is intended to ſend on board, when ſhe gets round to Portſmouth, 200 bags of bread, and 50 caſks of flower; and upon Captain Greer's repreſentation to Captain Bromfield of the great want of cordage and other ſtores, he aſſured him the ſhip ſhould be ſupplied on her arrival at Portſmouth, with whatever might be wanted.

And this evidence finiſhed the buſineſs of that day.

Captain Greer being again called before the Committee on the 20th inſtant, at the requeſt of Sir William James, who was not preſent at his firſt examination.

His anſwers to the ſeveral queſtions put to him were to the following effect:

That Captain Bromfield did ſay what was wanting ſhould be furniſhed at Portſmouth, the ſhip being in a hurry to go down.

Some of the running rigging was very much worn; Captain Bromfield ſaid he ſhould have 1000 fathom of rope at Portſmouth, if it was wanted.

Was told by the officers the proviſions was ſome new, ſome old.

Maſts and yards appear good; ſufficient quantity of booms; does not ſay ſhe wants cables; ſays there are plenty of ſails. Captain Greer waited upon the Chairman on the 8th, and expreſſed his deſire of reſigning, and ſaid ſhe was in want of ſtores.

Cordage was ſent down for breechings; Captain Greer acknowledges Sir William James ſaid he would ſend down any thing which was wanted.

Thinks the ſhip will be very much lumbered when ſhe has 300 troops with their baggage on board, and the ſtores and proviſions ſtill remaining to be ſhipped.

The cables are coiled on the orlop deck, and the decks are clear at preſent, and fit for the reception of the troops.

Captain Greer ſaid the ſhip worked very well and ſailed very well.

His objection to proceed in the command of the ſhip, is owing to her preſent deficiencies, and his apprehenſion of the ſhip being too much lumbered.

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The Committee having thus ſtated the facts as they were related to them, and conſidering the ſituation of Captain Greer, do ſubmit the ſame to the conſideration of the Court.

Mr. Snodgraſs was called in, and being aſked whether every repair which he thought neceſſary and proper for a ſhip for an outward voyage to India, was done to the Brilliant. He anſwered in the affirmative.

On a motion,

Ordered, That Mr. Boddam be deſired to ſignify immediately, for the Committee's information, the Owners poſitive determination as to the Morſe being employed as an hoſpital ſhip; and,

Vide App. No. 237. Letter from Mr. Boddam in anſwer thereto, ſtating, that the Owners requeſt, at all events, to be excuſed having the Morſe employed as an hoſpital ſhip, was read.

AT A COURT OF DIRECTORS,

Held on Friday the 28th December, 1781.

Vide App. No. 238, 239. On reading a letter from Mr. Robert Williams, incloſing an account of expences incurred by the Owners of the ſhip Naſſau, in conſequence of the Dutch war,

Ordered, That the ſaid letter and account be referred to the Committee of Shipping, to examine and report.

The Committee of Shipping, reporting under this day's date, the examination of Captain William Greer, of the ſhip Brilliant, in exculpation of his conduct in abſenting himſelf without the Court's permiſſion; in which Captain Greer gives the ſtate and condition of the ſhip, and his reaſons for wiſhing to decline the ſame,

Reſolved, That Captain Greer be permitted to reſign the command of the ſhip Brilliant:

And Sir William James, Bart. as Owner of the ſaid ſhip, propoſing Captain Charles Mears for the command of the ſame, it was

Reſolved, That Captain Charles Mears be appointed commander of the ſaid ſhip Brilliant.

AT A COURT OF DIRECTORS,

Held on Friday the 4th January, 1782.

Vide App. No. 240. Letter from Mr. William Moffat, adviſing that the new ſhip, in the room of the Godfrey, is ready to come afloat when the Court ſhall pleaſe to order it, agreeably to the condition ſtipulated by them, being read,

Ordered, That it be referred to the conſideration of the Committee of Shipping.

AT

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 9th January, 1782.

The Committee, conſidering the Letter from William Moffat, Eſq. referred the 4th inſtant, repreſenting that the new ſhip, in the room of the Godfrey, is ready to come afloat when the Court ſhall order it. Vide App. No. 240.

Ordered, That Mr. Moffat be acquainted the Committee think it unneceſſary to give any inſtructions in addition to the Court's orders of the 13th September laſt, reſpecting the terms on which it was agreed this ſhip ſhould be taken into the Company's ſervice this ſeaſon.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 6th February, 1782.

On reading the report ſurvey of the ſhip Brilliant, by Meſſrs. Oliver, Snodgraſs, Hayes, and Ferguſon, Vide App. No. 241.

Ordered, That it be referred to the conſideration of the Committee of Shipping.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 13th February, 1782.

Letter from Meſſrs. Oliver, Snodgraſs, Ferguſon, and Hayes, dated the 5th inſtant, and referred the next day, adviſing their proceedings reſpecting the ſhip Brilliant, was read. Vide App. No. 241.

AT A COURT OF DIRECTORS,

Held on Friday the 15th February, 1782.

A further report ſurvey of the ſhip Brilliant, by Meſſrs. Oliver, Snodgraſs, Hayes, and Ferguſon, being read, Vide App. No. 242.

Ordered, That it be referred to the conſideration of the Committee of Shipping.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 20th February, 1782.

Letter from Meſſrs. Oliver, Snodgraſs, Hayes, and Ferguſon, referred the 15th inſtant, containing a further report of their proceedings reſpecting the Brilliant, was read. Vide App. No. 242.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 20th February, 1782.

On reading a letter from John Robinſon Eſq. dated the 19th inſtant, ſignifying that the Lords Commiſſioners of his Majeſty's Vide App. No. 243.

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Treaſury, having received information, that the Court have greatly increaſed the tonnage of their ſhipping for carrying on the trade of the Company to the Eaſt-Indies, and that ſeveral new ſhips have lately been contracted for to be built, which will ſtill further very greatly increaſe the tonnage of the ſhipping employed by them, and having taken into conſideration the Act of the 12th year of the reign of his preſent Majeſty, chap. 54, "entituled, An Act for the more effectually ſecuring a quantity "of oak timber, for the uſe of the Royal Navy," which limits and reſtrains the tonnage of ſhips employed or to be employed in the trade of the ſaid Company, upon freight to and from the Eaſt-Indies, to 45,000 tons, builders meaſurement; he is commanded by their Lordſhips to requeſt, that the Court will tranſmit to him, for their information, a liſt of the ſhips employed by the Company, with an account of their reſpective deſtinations, and ſervices, and where and how employed, or propoſed to be employed; and that they will ſtate alſo, for the information of their Lordſhips, the reaſons and grounds upon which they have ſo proceeded to increaſe the tonnage of their ſhipping, and their opinion what quantity of tonnage is abſolutely neceſſary and requiſite, for carrying on the trade of the Company to the Eaſt-Indies, and whether it is any wiſe requiſite to proceed in the building of the ſeveral new ſhips ſo contracted for, or any or what number of them. Their Lordſhips having obſerved by the paragraphs tranſmitted to their board, that the Court have ordered ſome of the ſhips which they have taken up, for the carrying out the troops to the Eaſt-Indies, to be ſold there; he is directed to deſire to be informed, whether ſome of thoſe ſhips, and particularly the Dutch Eaſt-India ſhip, purchaſed by them for that purpoſe, may not more beneficially for the Company, be retained and kept in their ſervice; as it may tend, very materially, to increaſe the naval force and ſtrength of this country, if ſhips of the line and frigates, as well as ſome ſhips for the ſervice of the Company, could be built in ſome of the ſettlements in the Eaſt-Indies. Their Lordſhips requeſt that the Court will take this matter into their ſerious conſideration, and ſtate to their Lordſhips, their opinion fully and at large thereon.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to prepare a proper anſwer to the ſaid letter, and to report.

AT A COMMITTEE OF SHIPPING,

On Friday the 22d February, 1782.

Vide App. No. 244. An account of ſhips ſaid to be building for the Company's ſervice, as ſtated by Captain Warner, under this day's date, was laid before the Committee.

AT

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Friday the 22d February, 1782.

The Committee took into conſideration the letter from John Robinſon, Eſq. referred the 20th inſtant, deſiring, by direction of the Right Honorable the Lords Commiſſioners of the Treaſury, to be informed of the ſeveral particulars therein-mentioned reſpecting the ſtate of the Company's ſhips; and the Committee having made ſome progreſs therein, adjourned the further conſideration. Vide App. No. 243.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Tueſday the 26th February, 1782.

The Committee reſuming the adjourned conſideration of the letter from Mr. Robinſon, now reported their opinion to the Court, as follows, viz.

The Committee having, in conſequence of the reference of Court of 20th inſtant, conſidered the letter from John Robinſon, Eſq. deſiring, by directions of the Right Honorable the Lords Commiſſioners of the Treaſury, to be informed of the ſeveral particulars therein-mentioned reſpecting the ſtate of the ſhips in the Company's ſervice; and the Committee having likewiſe conſidered what reply ſhould be given to Mr. Robinſon's letter, do offer, as their opinion, that it be anſwered to the following effect:

That it is apprehended the clauſe referred to in the Act of the twelfth year of his preſent Majeſty's reign, chap. 54, reſtrained the Company from building any new ſhips until the tonnage of the ſhips then in the ſervice was reduced to 45000 tons, but did not confine the tonnage after ſuch reduction to any particular amount. But, without troubling their Lordſhips with a diſcuſſion of this point, it may be neceſſary to obſerve, that in conformity to the above act, the tonnage was reduced to 45000 tons, in the month of September, 1775.

That from June 1776, to June 1779, leave was given for building ſeveral ſhips; and it ſo happened, that the amount of 45000 tons was not exceeded at any time between thoſe periods.

But in July, 1779, and at other times ſince then, the ſtate of the Company's ſhips has been the ſubject of the moſt mature inveſtigation; and it appeared ſo perfectly clear to the Court, that there were the ſtrongeſt reaſons to apprehend a want of tonnage for the expected exports, that the Court did not heſitate to give leave for building ſeveral ſhips, whereby the tonnage is now increaſed to 70259 tons, as will appear by a ſtate of the ſhips to the preſent time (which accompanies this) diſtinguiſhing the number of voyages, builders meaſurement, and their conſignments reſpectively.

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That the Court's apprehenſions of a want of tonnage were too well founded, is evident from the Company having been under the neceſſity of accepting for the ſervice of the ſeaſon 1780, two ſhips repaired for a fifth voyage, and ſeven others not in the Company's ſervice, and notwithſtanding theſe aids, a conſiderable amount of the tonnage of the intended exports of the ſeaſon 1780, was unavoidably left behind.

That in the preſent ſeaſon (1781) the Court were again under the neceſſity of accepting two more ſhips repaired for fifth voyages, of taking up one other not in the Company's ſervice, and hiring three tranſports for an outward-bound voyage only; but, with all the tonnage engaged this ſeaſon, there is great reaſon to apprehend the amount will not be equal to the tonnage the Court would wiſh to export.

That in the preſent exigency of affairs, the tonnage requiſite for the exports muſt greatly exceed the imports; it would therefore be extremely inconvenient to attempt to load thoſe three tranſports home, when there may be a difficulty in procuring ſufficient cargoes homewards for the regular freighted ſhips.

That in regard to the Owners who have already obtained the Court's leave to build ſhips on the bottoms of thoſe worn out or loſt, it is preſumed thoſe gentlemen will conſider themſelves much aggrieved ſhould ſuch permiſſion be withdrawn; for although the keels of all the ſhips are not laid, it is highly probable the Owners may have engaged with builders for their ſlips as they become vacant, and it is ſubmitted whether it would not be more eligible to with-hold any further grants for a limitted time, or till the tonnage is reduced to a certain amount, than to withdraw thoſe which have been already given. And there is little reaſon to doubt, if thoſe ſhips only are built on for which leave has already been obtained of the Court, the tonnage will again be reduced to near 45000 tons in the courſe of the ſeaſon 1784, as will appear by the ſtatement, which likewiſe accompanies this.

The number of ſhips neceſſary for the Company's ſervice depends upon ſo many precarious events in time of war, that it is very difficult to aſcertain that point with any degree of preciſion; but if a judgment may be formed from the tonnage of the two laſt and preſent ſeaſons, the average may be ſettled at 17329 tons; and if three ſets of ſhipping are admitted to be neceſſary, the amount will be 51987 tons; and the preſent preſcribed dimenſions of the ſhips making their builders meaſurement 755 tons each, the number will be ſixty-eight ſhips.

That as to the building line of battle ſhips and frigates in India, there can be no objection on the part of the Company; but in regard to building ſhips there, for the purpoſe of commerce, it is an affair of ſo great conſequence, and requires ſo much conſideration, that the Court think it highly neceſſary to requeſt the inſtructions of the General Court, before the Court can offer any opinion thereon.

State

State of Ship's in the COMPANY's Service.

N. B. The Ships marked *, are taken up for one voyage only. Thoſe marked †, are to be ſold in India.

35 Ships abroad.	Voyages.	Tons.	Conſignments.
Reſolution -	4	804	Bombay and Bengal
Royal Charlottee	3	758	St. Helena, Bombay and China
Duke of Portland	4	723	Coaſt and China
Ponſborne -	1	758	Ditto
Contractor -	1	758	Ditto
Pigot - -	1	758	China
Earl of Mansfield	2	758	Ditto
Earl of Dartmouth	1	758	Coaſt and Bay
Neptune -	1	758	Ditto
Groſvenor -	4	729	Ditto
Rochford -	4	723	Ditto
Glatton -	2	758	China
Lord Holland -	4	804	Ditto
Royal Admiral -	2	903	Bombay
Vanſittart -	1	758	China
Eſſex - -	1	758	Coaſt and China
* Latham - -	5	723	Ditto
Lord North -	4	761	Bencoolen and China
Oſterley - -	1	758	Coaſt and China
* Queen - -	5	804	Ditto
Valentine -	1	755	Ditto
* Chapman -		538	Coaſt and Bay
* Haſtings - -	1	676	St. Helena and China
Southampton -	2	758	Coaſt and China
* Locko -	1	922	Ditto
Aſia - -	1	758	Ditto
Fortitude -	1	758	Ditto
* Hinchinbrooke	1	528	Coaſt and Bay
* Tartar - -	1	494	Ditto
Earl of Hertford -	1	758	China
Northumberland	1	755	St. Helena and Bengal
* Lord Mulgrave	1	692	Bengal
* Blandford - -	1	606	Coaſt and Bay
Deptford - -	1	755	Ditto
Earl of Cheſterfield	1	758	Bombay
			- - 25,823 Tons

18 Ships, ſailed 6th February, 1782.

Naſſau - -	4	723	Bombay and Bengal
Alfred -	4	758	Coaſt and China
Calcutta - -	4	761	Ditto
Ganges - -	2	758	Ditto
Ceres - -	4	723	Ditto
Dutton - -	1	755	Ditto
* Royal Biſhop -	1	720	Bombay and Bencoolen
Morſe - -	4	864	Coaſt and China
Royal Henry -	4	804	Ditto
Earl Talbot -	2	758	Ditto
Norfolk - -	4	723	Ditto
Major - -	1	755	Ditto
* Hawke - -	5	723	Ditto
Carr. over		9,825	- - - 25,823 Tons

Ships abroad.	Voyages.	Tons.	Consignments.	Tons.
Brought over		9,825	- - -	25,823
Kent - -	1	755	Coaſt and China	
Warren Haſtings -	1	755	Ditto	
* Worceſter -	5	723	Coaſt and Bay	
† Nottingham -	1	730	India	
† Ann and Amelia	1	600	Ditto	
			- - - -	13,388

1 Ship at Portſmouth.

† Brilliant - -	1	703	India	
			- - - -	703

10 Ships taken up, but not ſtationed.

Fairford - -	1	755		
Buſbridge -	1	755		
General Coote -	1	755		
Rodney - -	1	755		
Winterton -	1	755		
Duke of Athol -	1	755		
Europa - -	1	755		
Francis - -	1	755		
General Goddard	1	755		
Montague -	1	755		
			- - - -	7,550

1 Ship belonging to the Company.

Britannia - -	2	770	St. Helena	
			- - - -	770

14 Ships at Home.

Beſborough -	2	870		
Fox - -	3	758		
Earl of Oxford -	1	758		
Halſewell - -	1	758		
Atlas - -	1	758		
Earl of Sandwich	3	804		
True Britain -	3	758		
Walpole -	1	758		
Duke of Kingſton	3	723		
York - -	3	758		
London - -	1	758		
Stormont - -	3	723		
Laſcelles - -	1	758		
Bellmont - -	1	758		
			- - - -	10,700

12 Ships building.

Houghton - -		755		
Hampſhire - -		755		
Greenwich - -		755		
Triton - -		755		
Lord Camden - -		755		
Duke of Cumberland -		755		
Hector - -		755		
Egmont - -		755		
Carr. over		6,040	- - - -	58,934

Ships building.	Tons.		Tons.
Brought over	6,040	- -	58,934
Northington - -	755		
Hillſborough - -	755		
Stafford - - -	755		
General Barker - -	755		
			9,060
3 other ſhips which have leave to build.			
Grenville - - -	755		
Prince of Wales - -	755		
Granby - - -	755		
			2,265
The preſent ſtate of ſhips, including all thoſe which have leave to build, amounts to (94 ſhips) -			70,259

If it ſhould be required to know how ſoon the tonnage will be reduced, ſuppoſing no further leave ſhould be granted for the preſent, to build, the following deductions may be made, viz.

Ships which may be expected to arrive in the ſeaſon of 1782, on their fourth voyages, are the

Reſolution - - -	804		
Duke of Portland - -	723		
Groſvenor - - -	729		
Rochford - - - -	723		
Lord Holland - - -	804		
In this year the following tranſports will probably be diſcharged from the ſervice.			
Nottingham - - -	730		
Ann and Amelia - -	600		
Brilliant - - -	703		
		5,816	
In the ſeaſon of 1783 the following ſhip may be expected on her fourth voyage.			
Lord North - - -	761		
Alſo the following, taken up for one voyage certain only.			
Queen - - - -	804		
Latham - - -	723		
Chapman - - - -	538		
Haſtings - - - -	676		
Locko - - - -	922		
Hinchinbrooke - - -	528		
Tartar - - - -	494		
Lord Mulgrave - -	692		
Blandford - - -	606		
		6,744	
Carr. over	12,560		70,259

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		Tons.	Tons.
	Brought over	12,560	70,259
In the ſeaſon 1784 the following on their fourth voyages.			
Naſſau	723		
Alfred	758		
Calcutta	761		
Ceres	723		
Morſe	864		
Royal Henry	804		
Norfolk	723		
The following on their fifth voyages.			
Hawke	723		
Worceſter	723	6,802	19,362
			50,897
And if from this tonnage ſhould be deducted 1 ſhip in 10 for loſſes by the enemy and ſea, which has been found to be the caſe on an average ſince the paſſing of the Act, this will amount to			5,089
			45,808

AT A COURT OF DIRECTORS,

Held on Tueſday the 26th February, 1782.

Vide App. No. 245. A further report ſurvey of the ſhip Brilliant, made by Meſſrs. Oliver, Snodgraſs, Hayes and Ferguſon, being read,

Ordered, That it be referred to the conſideration of the Committee of Shipping.

The Joint Committee of Correſpondence and Shipping reporting, under this day's date, that they have conſidered the letter from John Robinſon, Eſq. deſiring, by directions of the Right Honorable the Lords Commiſſioners of the Treaſury, to be informed of the ſeveral particulars therein mentioned, reſpecting the ſtate of the ſhips in the Company's ſervice; and the Committee having likewiſe conſidered what reply ſhould be given to Mr. Robinſon's letter, do offer, as their opinion, that it be anſwered to the following effect.

That it is apprehended the clauſe referred to, in the Act of the 12th year of his preſent Majeſty's reign, chap. 54, reſtrained the Company from building any new ſhips until the tonnage of the ſhips in the ſervice was reduced to 45,000 tons, but did not confine the tonnage after ſuch reduction to any particular amount. But without troubling their Lordſhips with a diſcuſſion of this point it may be neceſſary to obſerve, that, in conformity to the above Act, the tonnage was reduced to 45,000 tons in the month of September 1775.

That,

That, from June 1776 to June 1779, leave was given for building ſeveral ſhips, and it ſo happened that the amount of 45,000 tons was not exceeded at any time between thoſe periods.

But in July 1779, and at other times ſince then, the ſtate of the Company's ſhips has been the ſubject of the moſt mature inveſtigation; and it appeared ſo perfectly clear to the Court, that there were the ſtrongeſt reaſons to apprehend a want of tonnage for the expected exports, that the Court did not heſitate to give leave for building ſhips, whereby the tonnage is now encreaſed to 70,259 tons, as will appear by a ſtate of the ſhips to the preſent time (which accompanies this letter) diſtinguiſhing the number of voyages, builders meaſurement, and their conſignments reſpectively.

That the Court's apprehenſions of a want of tonnage were too well founded, is evident, from the Company having been under the neceſſity of accepting for the ſeaſon 1780 two ſhips repaired for a fifth voyage, and ſeven others not in the Company's ſervice; and, notwithſtanding theſe aids, a conſiderable amount of tonnage of the intended exports of the ſeaſon 1780, were unavoidably left behind.

That in the preſent ſeaſon (1781) the Court were again under the neceſſity of accepting two more ſhips repaired for fifth voyages, of taking up one other not in the Company's ſervice, and hiring three tranſports, for an outward-bound voyage only; but with all the tonnage engaged this ſeaſon, there is great reaſon to apprehend the amount will not be equal to the tonnage the Court would wiſh to export.

That, in the preſent exigency of affairs, the tonnage requiſite for the exports muſt greatly exceed the imports; it would therefore be extremely inconvenient to attempt to load thoſe three tranſports home, when there may be a difficulty in procuring ſufficient cargos homewards for the regular freighted ſhips.

That, in regard to the Owners who have already obtained the Court's leave to build ſhips on the bottoms of thoſe worn out or loſt, it is preſumed thoſe gentlemen will conceive themſelves much aggrieved, ſhould ſuch permiſſion be withdrawn, for although the keels of all the ſhips are not laid, it is highly probable the Owners may have engaged with builders for their ſhips as they become vacant; and it is ſubmitted, whether it would not be more eligible to with-hold any further grants for a limited time, or till the tonnage is reduced to a certain amount, than to withdraw thoſe which have been already given. And there is little reaſon to doubt, if thoſe ſhips only are built for which leave has already been obtained of the Court, the tonnage will again be reduced to near 45,000 tons in the courſe of the ſeaſon 1784, as will appear by the ſtatement, which likewiſe accompanies this.

The number of ſhips neceſſary for the Company's ſervice, depends upon ſo many precarious events, in time of war, that it is very difficult to aſcertain that point with any degree of preciſion, but if a judgment may be formed from the tonnage of the two laſt and preſent ſeaſons, the average may be ſettled at 17,329 tons, and if three ſets of ſhipping are admitted to be neceſſary the amount will be 51,987 tons, and the preſent preſcribed dimenſions of the ſhips making their builders meaſurement 755 tons each, the number will be 68 ſhips.

That as to the building line of battle ſhips and frigates in India, there can be no objection on the part of the Company; but in regard to building ſhips there, for the purpoſe of the commerce, it is an affair of ſo great conſequence, and requires ſo much conſideration, that the Court think it highly neceſſary to requeſt the inſtructions of the General Court, before the Court can offer any opinion thereon. The Court approved thereof.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 27th February, 1782.

Vide App. No. 245. Letter from Meſſrs. Oliver, Snodgraſs, Ferguſon and Hayes, dated the 23d, and referred the 26th inſtant, reporting a further ſurvey, and their opinion reſpecting the ſhip Brilliant, being read,

Ordered, That the above gentlemen be acquainted the Committee approve of their proceedings hitherto, as well as of their intentions of loading the ſhip ſo as not to exceed the draught of water they have recommended, being eigtheen feet ſix inches on an even keel, and alſo their keeping back, at preſent, 100 tons of ſhot and ſhells for that purpoſe; and to proceed to taking on board ſuch proviſions, water and ſtores as the ſhip can conveniently receive without increaſing the draught of water beforementioned; and after performing ſuch inſtructions as they have received from the Court of Directors to adviſe the ſtate of the ſhip for the Committee's further orders.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 27th February, 1782.

The following order of the Honorable Houſe of Commons, dated this day, being read, viz.

Martis, 26 die Februarii, 1782.

Ordered, "That there be laid before this Houſe an account of "the names and tonnage of ſhips already employed in the ſervice "of the India Company, and of ſuch others as are now building "or contracted for to be built and employed in that ſervice.

" J Hatſell,
" Cl. Dom. Com."

Ordered, That the ſame be complied with.

AT A COURT OF DIRECTORS,

Held on Friday the 1ſt March, 1782.

Vide App. No. 246. On reading the requeſt of John Durand, Eſq. for permiſſion to build a new ſhip on the bottom of the Duke of Grafton, to be commanded by Captain Samuel Bull,

Ordered, That the conſideration of the ſaid requeſt be poſtponed to a future day.

Vide App. No. 247. A further report ſurvey of the ſhip Brilliant, made by Meſſrs. Oliver, Snodgraſs, Hayes and Ferguſon, being read,

Ordered,

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Ordered, That it be referred to the conſideration of the Committee of Shipping.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 6th March, 1782.

Letter from Meſſrs. Oliver, Snodgraſs, Ferguſon and Hayes, referred the 1ſt inſtant, adviſing their further proceedings reſpecting the ſhip Brilliant, was read. Vide App. No. 247.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 6th March, 1782.

On a motion,

Reſolved, That Meſſrs. Snodgraſs and Ferguſon be permitted to leave Portſmouth, provided they have finiſhed the buſineſs on their part, reſpecting the ſurvey of the ſhip Brilliant.

That Meſſrs. Oliver and Hayes, and the ſurveyors on board that ſhip, do ſend up an account when ſhe ſhall be ready for ſea, together with a complete account of her ſtores according to Charter-Party.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 13th March, 1782.

Letter from Meſſrs. Oliver and Hayes, dated at Portſmouth the 10th inſtant, adviſing their further proceedings reſpecting the ſhip Brilliant, was read. Vide App. No. 248.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 19th March, 1782.

Letter from Captain John Oliver, and Mr. John Hayes, dated at Portſmouth, the 13th inſtant, reſpecting the ſhip Brilliant, and the number of perſons ſhe can accommodate, being read, Vide App. No. 249.

Ordered, That they be directed to report the exact quantity of water and proviſions on board that ſhip.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 27th March, 1782.

Letter from Meſſrs. Oliver and Hayes, dated at Portſmouth, the 18th and 22d inſtant, reporting their proceedings relative to the ſhip Brilliant, and ſtating in the latter, the particulars of the ſtores already on board, and the further quantity intended to be ſhipped, were read; alſo, Vide App. No. 250, 251.

Draft of a letter from Mr. Coggan to Meſſrs. Oliver and Hayes, dated the 25th, to report their opinion of the quality of the forty Vide App. No. 252.

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tierces and ten barrels of repacked old proviſions, mentioned in their letter of the 22d inſtant.

AT A COMMITTEE OF SHIPPING,

On Thurſday 28th March, 1782.

Vide App. No. 253. Letter from Meſſrs. Oliver and Hayes, dated at Portſmouth, the 27th inſt. ſtating that the 40 tierces and 10 barrels of repacked old proviſions, on board the Brilliant are, in their opinion, ſerviceable for firſt expending, but think they will greatly waſte in dreſſing; and adviſing other particulars relative to that ſhip, was read.

AT A COURT OF DIRECTORS,

Held on Thurſday the 4th April, 1782.

Vide App. No. 254. Letter from Meſſrs. Oliver and Hayes, at Portſmouth, dated the 3d inſtant, being read, adviſing particularly the ſtate of the ſhip Brilliant, and ſignifying that when the neceſſary ſtores, of

Vide App. No. 255. which they encloſe a calculate, are on board, ſhe will be in a fit ſtate for ſea, and that their attendance on her can be no longer neceſſary,

Ordered, That Meſſrs. Oliver and Hayes be directed to return to town.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 4th April, 1782.

Vide App. No. 254, 255. Letter from Meſſrs. Oliver and Hayes, dated the 3d inſtant, and referred this day, relative to the ſhip Brilliant, was read.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 9th April, 1782.

Vide App. No. 256. Letter from Meſſrs. Oliver and Hayes, under this day's date, further reporting the ſtate of the Brilliant, was read.

Vide App. No. 257. Mr. Snodgraſs's report of the progreſs of ſhips building, dated the 2d inſtant, was laid before the Committee.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 17th April, 1782.

Vide App. No. 258. The requeſt of the Owners of the Prime, for leave to build a ſhip on her bottom, being read,

Ordered, That the conſideration thereof be poſtponed.

AT

AT A COMMITTEE OF SHIPPING,

On Friday the 10th May, 1782.

William Moffat, Eſq. Managing Owner of the ſhips Lord Mulgrave and Blandford, being called in, the Committee entered into a very minute examination of the claims of the Owners of thoſe ſhips for extra expences, in conſequence of the Dutch war, which papers were referred by orders of Court the 18th July and 8th Auguſt laſt; and during the conference, which laſted ſome conſiderable time, the Committee intimated their readineſs to recommend to the Court to ſettle the claims of theſe ſhips, eſtimating their outfits at £16,000 each, which was the value put upon the Southampton, a ſhip on her ſecond voyage; and, in all reſpects, preciſely in the ſame manner as the other ſhips accounts have been ſettled, beyond which, Mr. Moffat was acquainted, the Committee did not conceive they were authorized to make any allowance; but as theſe terms did not meet with Mr. Moffat's concurrence, the conſideration of this buſineſs was adjourned to a future day.

Vide App. No. 167, 168, 179, 180.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 14th May, 1782.

Letter from William Moffat, Eſq. dated 13th inſtant, encloſing a bill of £8. 17*s*. 8*d*. for candles and lanthorns put on board the Lord Mulgrave for the uſe of the troops, to be inſerted in his former account, was read.

Vide App. No. 259.

Mr. Moffat again attending the Committee, was heard further reſpecting his claims for the Lord Mulgrave and Blandford, and, being withdrawn,

Reſolved, That the ſum of £8. 17*s*. 8*d*. be allowed for ſundries ſupplied the troops on board the Lord Mulgrave, and that the other articles be ſettled preciſely upon the ſame plan as former ſhips; the Lord Mulgrave and Blandford being eſtimated at £16,000, which was the value put upon the Southampton, on her ſecond voyage, and that agreeably thereto the Owners be allowed the following ſums, viz.

For the Lord Mulgrave.

Difference of fifteen guineas per cent. on the article of inſurance, eſtimating her outfit at £16,000 -			£2,520	0	0
Difference on 275 tierces proviſions at	5*s*.	0*d*.	68	15	0
Ditto - 857 cwt. cordage -	3	6	150	1	3
Ditto - 50 barrels gunpowder	20	0	50	0	0
For lanthorns and candles for the troops -			8	17	8
			2797	13	11

For the Blandford.

Difference of inſurance as above- -			£2520	0	0
Ditto on 275 tierces proviſions at	5*s*.	0*d*.	68	15	0
Ditto 581 cwt. cordage -	3	6	101	16	1
Ditto 50 barrels gunpowder	20	0	50	0	0
For ſundries ſupplied the troops - -			43	17	0
			2784	8	1

But that the ſeveral ſums charged for the difference on ſhipwrights and caulkers time, the hire of pilots men and labourers, difference on Eaſt country plank and demorage of craft, be not admitted.

And the Committee's opinion thereon was reported to the Court, as follows, viz.

The Committee ſince their reports of the 28th November, 6th and 14th December laſt, reſpecting the claims of the Owners of ſeveral ſhips for extra expences, in conſequence of the declaration of hoſtilities againſt the States of Holland, have conſidered the like applications from the Owners of the Lord Mulgrave and Blandford; and do offer, as their opinion, that theſe accounts be ſettled on the ſame plan as the former ones, that agreeably thereto, the Owners be allowed at the rate of 15 guineas per cent. for the difference of inſurance on the outfit, eſtimating the ſame at £16,000 each ſhip (being the value which has been put upon a large ſhip on her ſecond voyage) that they be likewiſe allowed 5s. per tierce on ſalt proviſions; £3. 10s. per ton on cordage, and £1. per barrel on gunpowder; and the charges of ſundry articles ſupplied for the uſe of his Majeſty's troops in the voyage.

And that warrants be made to the Owners accordingly, for thoſe ſeveral allowances amounting, for the ſhip

Lord Mulgrave, to	-	£.2797	13s. 11d.
Blandford,	- -	2784	8 1

But that the ſeveral ſums charged for the difference on ſhipwrights and caulkers time, the hire of pilots men and labourers, difference on Eaſt country plank and demorage of craft, be not admitted.

AT A COURT OF DIRECTORS,

Held on Tueſday the 14th May, 1782.

A report from the Committe of Shipping, dated this day, being read,

Reſolved, That the Owners of the ſhips Lord Mulgrave and Blandford, in conſequence of the Dutch war, be allowed at the rate of 15 guineas per cent. for the difference of inſurance on the outfit, eſtimating the ſame at £16,000 each ſhip; that they be likewiſe allowed 5s. per tierce on ſalt proviſions, £3. 10s per ton on cordage, £1. per barrel on gunpowder, and the charges of ſundry articles ſupplied for the uſe of the King's troops in the voyage.

And that warrants be made out to the Owners accordingly, viz.

To the Owners of the Lord Mulgrave,		£.2797	13s. 11d.
To the Owners of the Blandford,	-	2784	8 1

But that the ſeveral ſums charged for the difference on ſhipwrights and caulkers time, the hire of pilots men and labourers, difference on Eaſt country plank and demorage of craft, be not admitted.

AT

AT A COURT OF DIRECTORS,

Held on Wedneſday the 3d July, 1782.

On a motion,

Ordered, That tenders for ſhips to be entertained in the Company's ſervice the enſuing ſeaſon, be received on Wedneſday the 17th inſtant, and that notice be given thereof, agreeably to the draft of a publication, now read and approved, as follows, viz.

"Eaſt-India-Houſe, 3d July, 1782.

"The Court of Directors of the United Company of Merchants of England, trading to the Eaſt-Indies, do hereby give notice, that they are ready to receive propoſals at any time on or before the 17th inſtant, from any perſons, on what terms and conditions they are willing to let their ſhips to China, and all parts of India, for the enſuing ſeaſon, to be chartered at builders contract tonnage, and the kintledge to be conſidered as part thereof; each propoſal being made by two of the Owners and Captain in writing, expreſſing therein the names of all the Owners; alſo the builders contract tonnage of the ſhip; and that the ſame be ſeverally ſealed up, and left with the Secretary, in order to be laid before the Court."

AT A COMMITTEE OF SHIPPING,

On Tueſday the 9th July, 1782.

The Committee, in addition to their reports of the 28th November, 6th and 14th December, and 14th May laſt, do acquaint the Court, that having conſidered the claims of the Owners of the ſhips Deptford and Naſſau for extra expences, in conſequence of the declaration of hoſtilities againſt the States of Holland. The Committee are of opinion, that the Owners be allowed 15 guineas per cent. for difference of inſurance on the outfit, eſtimating the former at £21000. and the latter at £16000. that they be likewiſe allowed in the ſame proportions as other ſhips under the like deſcriptions, for advance of ſalt proviſions, cordage, and gunpowder, and the ſeveral charges of ſundry articles ſupplied for the uſe of his Majeſty's troops in the voyage; and that warrants be made to the Owners of the Deptford for £3440. 7s. and to the Owners of the Naſſau for £2721. 7s. but that the ſeveral ſums charged for pilot's men, difference in the hire of labourers, and for demorage of craft, be not admitted.

Vide App. No. 174, 175, 238, 239.

AT A COURT OF DIRECTORS,

Held on Tueſday the 9th July, 1782.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the Owners of the ſhips Deptford and Naſſau, in conſequence of the Dutch war, be allowed 15 guineas per cent. for difference of inſurance on the outfit, eſtimating the former

at £21000. and the latter at £16000. that they be likewiſe allowed in the ſame proportions as other ſhips under the like deſcriptions, for advance of ſalt proviſions, cordage and gunpowder, and the ſeveral charges of ſundry articles ſupplied for the uſe of his Majeſty's troops in the voyage.

That warrants be made out to the Owners of the Deptford for £3440. 7s. and to the Owners of the Naſſau for £2721 7s. but that the ſeveral charges for pilot's men, difference in the hire of labourers and demorage of craft, be not admitted.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 10th July, 1782.

Vide App. No. 260.

Letter from the Managing Owners of ſhips in the Company's ſervice, dated this day, being read, ſignifying, that they ſhould be gald to have a conference with the Court, previous to the delivering in their tenders,

Reſolved, That they be deſired to meet the Joint Committee of Correſpondence and Shipping at this houſe on Tueſday next, the 16th inſtant, at noon.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Tueſday 16th July, 1782.

Richard Atkinſon, Donald Cameron, Wm. Nixon, R. Preſton, Culling Smith, Eqrs.

The Committee having had a conference with the Owners, whoſe names are mentioned in the margin, in conſequence of their letter of the 10th inſt. to the Court reſpecting diamonds, bullion and Laſcars, and having heard what thoſe gentlemen had to offer, reported the ſame to the Court as follows, viz.

Vide App. No. 260.

The Committee, agreeably to the reſolution of Court of the 10th inſtant, have this day had a conference with ſeveral Managing Owners of Shipping, on their letter of that date, when it appeared from converſation which paſſed between the Committee and thoſe gentlemen, that the Owners wish to be relieved from the reſponſibility on diamonds and bullion laden on their ſhips in India, as they do not receive any freight for thoſe articles upon delivery in England; and

That the Laſcars who navigate the ſhips to England may, on their arrival, be put under the management of ſome officer belonging to the Company, with authority to ſuperintend and regulate every tranſaction reſpecting their maintenance here and return to India.

In regard to the former, the Committee ſee no reaſon to deviate from the long eſtabliſhed cuſtom of the Company reſpecting diamonds and bullion, and

In regard to the latter part of the Owners requiſition, the Committee are clearly of opinion, what they deſire reſpecting the Laſcars, would be productive of ſuch infinite trouble and inconvenience on the part of the Company, that the Committee cannot by any means recommend to the Court to accede thereto.

And the Committee's ſentiments on thoſe two points have been ſignified to the Owners accordingly.

AT

AT A COURT OF DIRECTORS,

Held on Tueſday the 16th July, 1782.

The Joint Committee of Correſpondence and Shipping, reporting under this day's date, that in a converſation with the ſeveral Managing Owners of ſhipping, it appeared that they wiſhed to be relieved from the reſponſibility on diamonds and bullion laden in India, as they do not receive any freight for thoſe articles upon delivery in England; and that the Laſcars who navigate the ſhips to England may, on their arrival, be put under the management of ſome officer belonging to the Company, with authority to ſuperintend and regulate every tranſaction reſpecting their maintenance here, and their return to India. The Committee ſee no reaſon to deviate from the long eſtabliſhed cuſtom reſpecting diamonds and bullion, and in regard to the latter part of the Owners requiſition, the Committee are clearly of opinion, that what they deſire reſpecting the Laſcars, would be productive of ſuch infinite trouble and inconvenience on the part of the Company, that they cannot by any means recommend to the Court to accede thereto. The Committee further report, that they have ſignified their ſentiments on theſe points to the Owners.

Reſolved, That this Court doth agree in opinion with the ſaid Committee.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 17th July, 1782.

The tenders of the following ſhips being now opened were read, viz.

The Stormont,	Captain	John Rogers	Vide App. No. 261.
Earl of Sandwich		Charles Deane	
Earl of Oxford		John White	
True Briton		John Broadley	
Earl of Mansfield		William Fraſer	
Halſewell		Richard Peirce	
Laſcelles		Thomas Wakefield	
Pigot		Robert Morgan	
York		John A. Blanſhard	
Atlas		Allen Cooper	
Duke of Kingſton		Juſtinian Nutt	
Fox		John Blackburn	
Bellmont		William Dick Gamage	
London		Edward Jones	
Glatton		Charles Drummond	
Walpole		Henry Churchill	
Vanſittart			
New ſhip		Charles Mears	
Ditto		William Smith	
Ditto		John Johnſton	
Ditto		Robert Carr	
Ditto		Stephen Williams	
Ditto		Auguſtus Savage	
Ditto (Hillſborough)			
Ditto (Hampſhire)			
Ditto (Northington)			Each
Ditto (Bute)			

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Each ſhip being propoſed to be let at builders contract tonnage to all parts of India and China alike, at £47. 4s. per ton; demorage at 10d. per ton a day on 500 tons, and the immediate payment of all demorage that ſhall become due at the time the ſhip ſhall leave her laſt port in England; to be impreſſed at £4. per ton on the builders contract tonnage; and after the ſhip's arrival at her firſt conſigned port in India, the Company to advance the Owners on the ſame conditions as the impreſs paid in England, £200 per month until diſpatched for Europe, the current rupee valued at 2s. 1d. ſterling; the Bombay rupee at 2s. 3d. the ſtar pagoda at 7s. 4d. and the Spaniſh dollar at 5s. The Company to pay all advance of ſeamens wages above 26s. per month; and the Owners having compleatly manned their ſhips, the Company to pay 10 guineas per head for replacing all ſuch ſeamen as may be impreſſed or taken out of the ſhip at or after her departure from the Hope, and to continue paying the like ſum per head ſo often as the men ſhall be impreſſed and taken away before her final departure from England; to pay the diet of the ſoldiers from the time of their firſt going on board until the ſhip's departure from her laſt port in England, at one ſhilling per head per day, and to be allowed the ſame during her ſtay in any port during the voyage out and home; and alſo to pay the paſſage of the ſoldiers at the rate of £15. per head, in caſe the ſhip ſhould carry troops from one port to another in India, the Owners to be paid for thoſe troops at the uſual rate at the port where they are landed; but in caſe the Company's agents ſhould not be able to pay the Captain there, that they do give a bill on the Company in England on reſpondentia terms; the ſhip to carry kintledge in proportion as 80 tons are to 657 tons burthen, the the ſaid kintledge to be reckoned as part of the ſhip's tonnage, and to be paid for by the Company at whole freight; demorage to be allowed the Owners for the whole time of the ſhip's detention at any port or place, where ſhe may be detained on the Company's account or waiting for convoy; the freight to be punctually paid, agreeable to the expreſs terms of the Charter-Party.

Ordered, That the ſaid tenders be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Thurſday the 18th July, 1782.

Vide App. No. 262.

On reading a letter from Robert Preſton, Eſq. dated this day, requeſting to be informed, whether there is a probability of the Court wanting this ſeaſon all, and how many of the ſhips building on the bottoms of the Hampſhire, Northington, Hillſborough and General Barker, under the proviſo that the freights are agreed to.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

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AT A COMMITTEE OF SHIPPING,

On Thurſday the 25th July, 1782.

Mr. Snodgraſs's report of the progreſs of ſhips building, under date 22d inſtant, was laid before the Committee. Vide App. No. 257.

Purſuant to reference of Court of the 18th inſtant, the Committee have conſidered the letter from Robert Preſton, Eſq. requeſting to be informed, whether there is a probability of the four ſhips he is now building on the bottoms of the Hampſhire, Northington, Hillſborough, and General Barker, being all wanted this ſeaſon, as in ſuch caſe they ſhall be got ready with all diſpatch; but if not, he propoſes that two of them ſhould ſtand over till next ſeaſon. Vide App. No. 262.

And the Committee having had a ſtate of ſhips laid before them, whereby it appears, that there are eighteen ſhips at home, and eight others expected to launch before Chriſtmas next, including two only of thoſe building under Mr. Preſton's management; Vide App. No. 264.

The Committee are of opinion, that if the Court ſhould think 26 ſhips will be ſufficient for the exports of the ſeaſon, 1782, no inconvenience can ariſe to the Company from Captain Preſton's poſtponing the launching of the other two till next ſeaſon, and that therefore his requeſt in that reſpect be complied with.

And the ſame was reported to the Court.

AT A COURT OF DIRECTORS,

Held on Thurſday the 25th July, 1782.

The Committee of Shipping, reporting under this day's date, reſpecting poſtponing the launching of two of the new ſhips tendered by Robert Preſton, Eſq. till next ſeaſon.

Ordered, That the conſideration of the ſaid report be poſtponed till Wedneſday next the 31ſt inſtant.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 31ſt July, 1782.

On a motion,

Ordered, That the conſideration of the report from the Committee of Shipping, reſpecting deferring the launching of two of the new ſhips, tendered by Robert Preſton, Eſq. till next ſeaſon, be further poſtponed.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Tueſday the 6th Auguſt, 1782.

The Committee, in purſuance of the reference of Court of the 17th ult. entered into the conſideration of the tenders of ſhips, for the enſuing ſeaſon.

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Vide App. No. 265. And a ſtatement being laid before them, with a comparative view of the freights given laſt year, and the terms of the preſent tenders, alſo

Vide App. No. 266, 267. Captain Oliver's eſtimate of the difference in the outfit of a ſhip between laſt year and the preſent, with his account current of the expences of the outfit of a ſhip with her earnings, calculated for four voyages upon the preſent freight, together with the rate of inſurance thereon; it was, on the queſtion being put,

Reſolved, That it is the opinion of this Committee, that no deviation be made in the article of demorage for detention in port, but that the ſame terms be given in every reſpect for the ſhips to be employed the enſuing ſeaſon as the laſt.

Reſolved, That it be propoſed to the Owners to agree to a clauſe in the Charter-Party for the Company to take the riſk of inſurance upon themſelves, provided the General Court ſhall authorize the Court of Directors ſo to do; and, in ſuch caſe, to make an abatement in the freights in proportion to the inſurance.

Reſolved, That in order to ſtimulate the Commanders and Owners of the ſhips to take every neceſſary care of the military in the outward-bound voyage, with a view of inſuring, as much as poſſible, the ſafe delivery of the greateſt number of perſons in India; and, at the ſame time, to eaſe the Company of the expence ariſing from a variety of charges which are brought in for a ſupply of wine, and other neceſſaries for the uſe of the ſick in the voyage, it be ſubmitted to the Owners inſtead of the preſent allowance of £15. for each man who proceeds from England in the ſhip, that the Owners be paid the ſum of £12. for each man, under the above deſcription, and the ſum of £5. more for each perſon delivered in India, upon a certificate being returned of the number of men ſo delivered.

And that Friday next, the 9th inſtant, be appointed to meet the Owners on the ſubject of their tenders.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 7th Auguſt, 1782.

Vide App. No. 268. Tender of the ſhip Prime, for a freight to India, being read,

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping to examine and report.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Friday the 9th Auguſt, 1782.

Vide App. No. 269. Statement reſpecting the terms required by the preſent tenders, in order to ſhew how far it may be eligible for the Company to inſure the Owners property, was laid before the Committee.

On a motion,

Reſolved, That if the Owners ſhould not agree in opinion with the Committee, as to the Company taking the inſurance upon them-

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themſelves, it appears reaſonable if a peace or ceſſation of hoſtilities ſhould take place before the ſhips come afloat, or before the uſual period of inſurance being made, that the Company be allowed for the difference of inſurance, as well as any favourable alteration in the price of ſtores and proviſions, upon the ſame principle as the Owners have been conſidered when the alteration was againſt them, as in the inſtance of the Dutch war.

The ſeveral Managing Owners whoſe names are mentioned in the margin, now attending, agreeably to the appointment of the 6th inſtant, were called in and acquainted with the Committee's reſolution reſpecting their tenders, and after a ſhort conference on the ſubject, the Owners agreed to let their ſhips the enſuing ſeaſon, at the ſame freights, and upon the ſame conditions, in every reſpect, as thoſe of laſt year.

John Durand, Th. Newte, Don. Cameron, Wm. Dent, and Robt. Williams, Eſqrs. Mr. Farquharſon, Mr. Briſtow.

The Owners were then acquainted, from the Chair, with the Committee's three reſolutions of the 6th inſtant, and this day, reſpecting the article of inſurance, and allowance for paſſage of ſoldiers; and copies of thoſe reſolutions being delivered them, they promiſed to call a General Meeting of the Owners to take their ſentiments upon theſe points, and immediately after to acquaint the Committee with the reſult thereof.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Wedneſday the 14th Auguſt, 1782.

The Committee having again conferred with the Owners on the ſubject of their tenders, made the following report to the Court, viz.

Purſuant to reference of Court of the 17th of laſt month, the Committee have had ſeveral meetings to conſider the tenders of the ſhips then read in Court; and the uſual eſtimate of the outfit of a ſhip being laid before the Committee, whereby it appears, that the difference in the expence between laſt ſeaſon and the preſent, is very trifling; the Committee reſolved, that it would be proper for the Court to agree that the ſhips ſhould be taken up for the ſervice of the enſuing ſeaſon, upon the ſame terms and conditions, in every reſpect, as thoſe of laſt year; and, in this opinion, the Owners, at a conference with the Committee, very readily concurred, relinquiſhing ſome claims in their tenders which were much in their favour.

The Committee, in the courſe of this buſineſs, having taken into their very particular conſideration the article of inſurance, which occaſions a material addition to the freights, and having likewiſe conſidered ſome alteration reſpecting the paſſage money, came to the three following reſolutions on thoſe points, viz.

" That it be propoſed to the Owners to agree to a clauſe in " Charter-Party for the Company to take the riſk of war in- " ſurance upon themſelves, provided the General Court ſhall au- " thorize the Court of Directors ſo to do, and in ſuch caſe to " make an abatement in the freight in proportion to ſuch in- " ſurance.

" That

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" That in order to ſtimulate the Commanders and Owners of " the ſhips to take every neceſſary care of the military in the " outward-bound voyage, with a view of inſuring, as much as " poſſible, the ſafe delivery of the greateſt number of perſons " in India; and, at the ſame time, to eaſe the Company of the " expence ariſing from a variety of charges which are brought " in by the Commanders for a ſupply of wine and other ne- " ceſſaries for the uſe of the ſick in the voyage, it be ſubmitted " to the Owners inſtead of the preſent allowance of £15. for each " man who proceeds from England in the ſhip, that the Owners " be paid the ſum of £12. for each man under the above de- " ſcription; and the ſum of £5. more for each perſon delivered " in India, upon a certificate being returned of the number of " men ſo delivered.

" That if the Owners ſhould not agree in opinion with the " Committee, as to the Company taking the inſurance upon " themſelves, it appears reaſonable if a peace or ceſſation of " hoſtilities ſhould take place before the ſhips come afloat, or " before the period that inſurance is uſually made, that the " Company be allowed for the difference of inſurance, as well as " any favourable alteration in the price of ſtores and proviſions, " upon the ſame principle as the Owners have been conſidered " when the alteration was againſt them, as in the inſtance of " the Dutch war."

Theſe reſolutions were accordingly communicated to the Managing Owners, in a conference with the Committee the 9th inſtant, and copies delivered for their taking the ſentiments of a General Meeting of the Owners on thoſe points; in conſequence thereof Mr. Durand, who was deputed by the other gentlemen, attended the Committee this day, and informed them the Owners cannot, by any means, prevail upon themſelves to accede to either the firſt or ſecond reſolution, but very readily acquieſce in the third; the Committee, therefore, upon the whole, have only to offer, as their opinion, that the ſhips be taken up, in every reſpect, upon the ſame terms and conditions as thoſe of laſt year, with a ſaving clauſe to be inſerted in the Charter-Party for the purpoſes ſtated in the third reſolution before-mentioned.

AT A COURT OF DIRECTORS,

Held on Thurſday the 15th Auguſt, 1782.

The Joint Committee of Correſpondence and Shipping, reporting under date the 14th inſtant, that, purſuant to reference of Court of the 17th of laſt month, they have had ſeveral meetings to conſider the tenders of the ſhips then read in Court; and that the uſual eſtimate of the outfit of a ſhip being laid before them, whereby it appears that the difference in the expence between laſt ſeaſon and the preſent, is very trifling; the Committee have reſolved, that it would be proper for the Court to agree that the ſhips ſhould be taken up for the ſervice of the enſuing ſeaſon, upon the ſame terms and conditions, in every reſpect, as thoſe of laſt year; and, in which opinion, the Owners, at a conference with the Committee, very readily con-

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concurred, relinquiſhing ſome claims in their tender which were much in their favour.

That the Committee, in the courſe of this buſineſs, having taken into their very particular conſideration the article of inſurance, which occaſions a material addition to the freights, and having likewiſe conſidered ſome alteration reſpecting the paſſage-money, came to the three following reſolutions on thoſe points, viz.

"That it be propoſed to the Owners to agree to a clauſe in "the Charter-Party, for the Company to take the riſk of war in- "ſurance upon themſelves, provided the General Court ſhall "authorize the Court of Directors ſo to do, and in ſuch caſe to "make an abatement in the freight, in proportion to ſuch in- "ſurance.

"That in order to ſtimulate the Commanders and Owners of "the ſhips to take every neceſſary care of the military in the "outward-bound voyage, with a view of inſuring as much as "poſſible the ſafe delivery of the greateſt number of perſons in "India, and at the ſame time to eaſe the Company of the ex- "pence ariſing from a variety of charges, which are brought "in by the Commanders for a ſupply of wine and other neceſ- "ſaries for the uſe of the ſick in the voyage, it be ſubmitted "to the Owners, inſtead of the preſent allowance of £15. for "each man who proceeds from England in the ſhip; that the "Owners be paid the ſum of £12. for each man under the above "deſcription; and the ſum of £5. more for each perſon delivered "in India, upon a certificate being returned of the number of "men ſo delivered.

"That if the Owners ſhould not agree in opinion with the "Committee, as to the Company taking the inſurance upon "themſelves, it appears reaſonable, if a peace or ceſſation of "hoſtilities ſhould take place before the ſhips come afloat, or "before the period that inſurance is uſually made, that the "Company be allowed for the difference of inſurance, as well "as any favourable alteration in the price of ſtores and provi- "ſions, upon the ſame principle as the Owners have been con- "ſidered when the alteration was againſt them, as in the inſtance "of the Dutch war."

That theſe reſolutions were accordingly communicated to the Managing Owners, in a conference with the Committee on the 9th inſtant, and copies delivered for their taking the ſentiments of a general meeting of the Owners on thoſe points. That in conſequence thereof Mr. Durand, who was deputed by the other gentlemen, attended the Committee this day, and informed them, the Owners cannot by any means prevail upon themſelves to accede to either the firſt or ſecond reſolution, but very readily to acquieſce in the third.

The Committee therefore, upon the whole, have only to offer it as their opinion, that the ſhips be taken up, in every reſpect, upon the ſame terms and conditions as thoſe of laſt year, with a ſaving clauſe to be inſerted in the Charter-Party for the purpoſes, ſtated in the third reſolution before-mentioned.

Reſolved, That this Court doth agree in opinion with the ſaid Joint Committee.

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It was then, on a motion,

Ordered, That it be referred to the Committee of Correſpondence to conſider of the proper number of ſhips to be entertained in the Company's ſervice this ſeaſon, and to report.

AT A COMMITTEE OF CORRESPONDENCE,

The 21ſt Auguſt, 1782.

The Committee having conſidered the reference of Court of the 15th inſtant, do offer it to the Court, as their opinion, that eighteen ſhips be taken up in part of the tonnage to be employed for the enſuing ſeaſon.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 21ſt Auguſt, 1782.

Vide App. No. 246. On reading the ſeveral requeſts of John Durand, Eſq. to build a new ſhip on the bottom of the Duke of Grafton, to be commanded by Captain Samuel Bull, and

Vide App. No. 258. The Owners of the Prime to build a new ſhip in her room, the conſideration of which requeſts was poſtponed by the Court on the 1ſt March and 17th April laſt.

Ordered, That the ſaid requeſts be referred to the Committee of Shipping, to examine and report.

On reading a report from the Committee of Correſpondence, dated this day.

Reſolved unanimouſly, That eighteen ſhips be taken up in part of the tonnage to be employed for the enſuing ſeaſon.

Vide App. No. 270. Tender of the ſhip Beſborough, Captain Alexander Montgomerie, was read.

AT A COMMITTEE OF CORRESPONDENCE,

The 28th Auguſt, 1782.

The Committee, in purſuance of a reference of Court of the 15th inſtant, taking into conſideration the nominating the ſhips to be entertained in the Company's ſervice the enſuing ſeaſon, offer it to the Court as their opinion, that the under-mentioned ſhips be taken up, viz.

Ships.	Tons.	Commanders.
Fox	758	Capt. John Blackburn
Halſewell	758	Richard Peirce
Earl of Oxford	758	John White
Atlas	758	Allen Cooper
Bellmont	758	William Dick Gamage
Pigot	758	Robert Morgan
Vanſittart	758	Richard Lewin
New ſhip	755	Robert Carr
Ditto	755	William Hall

Duke

Ships.	Tons.	Commanders.
Duke of Kingſton -	723	Capt. Juſtinian Nutt
True Briton - -	758	John Broadley
Stormont - - -	723	John Rogers
London - - -	758	Edward Jones
Laſcelles - - -	758	Thomas Wakefield
York - - -	758	J. Atkinſon Blanſhard
New ſhip - -	755	William Smith
Earl of Sandwich -	804	Charles Deane
Walpole - -	758	Henry Churchill

AT A COURT OF DIRECTORS,

On Wedneſday the 28th Auguſt, 1782.

The Committee of Correſpondence in a report, dated this day, recommending that the eighteen ſhips to be taken up be ſtationed as therein-mentioned.

Reſolved, That the ſame be recommitted to the conſideration of the ſaid Committee.

AT A COURT OF DIRECTORS,

Held on Thurſday the 29th Auguſt, 1782.

A report from the Committee of Correſpondence, dated yeſterday, and then recommitted to them by the Court, being now read.

Reſolved by the ballot unanimouſly, That the under-mentioned ſhips be taken up for the Company's ſervice, in part of the tonnage to be employed for the enſuing ſeaſon.

Ships.	Tons.	Commanders.
Fox - - -	758	John Blackburn
Halſewell - -	758	Richard Pierce
Earl of Oxford - -	758	John White
Atlas - - -	758	Allen Cooper
Bellmont - -	758	William Dick Gamage
Pigot - - -	758	Robert Morgan
Vanſittart - -	758	Richard Lewin
New ſhip - -	755	Robert Carr
Ditto - - -	755	William Hall
Duke of Kingſton - -	723	Juſtinian Nutt
True Briton - -	758	John Broadley
Stormont - -	723	John Rogers
London - -	758	Edward Jones
Laſcelles - -	758	Thomas Wakefield
York - - -	758	John Atkinſon Blanſhard
New ſhip - -	755	William Smith
Earl of Sandwich - -	804	Charles Deane
Walpole - - -	758	Henry Churchill

On reading a letter from Henry Boulton, Eſq. repeating his former requeſt, that the difference of inſurance on the ſhip Eſſex, on account of the hoſtilities commenced againſt Holland, as therein ſtated, may be repaid to the Owners of that ſhip.

Vide App. No. 271, 272.

Ordered,

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Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 4th September, 1782.

Vide App. No. 231, 232.

The Committee ſince their report of the 9th July have conſidered the reference of Court of the 30th November laſt, on the claim of the Owners of the Earl of Cheſterfield for extra expences, in conſequence of the declaration of hoſtilities againſt the States of Holland, and agreeably to the plan on which the accounts of other ſhips in the ſame ſituation have been ſettled, the Committee offer, as their opinion, to the Court, that the Owners be allowed the difference of inſurance on the outfit of the ſhip, eſtimating the amount at £21600. at 15 guineas per cent. and the difference upon cordage at 3ſ. 6*d*. per cwt. and that a warrant be made out to the Owners accordingly for the ſum of £3586. 4ſ.

Vide App. No. 233, 234, 271, 272.

The Committee, in conſequence of the references of Court of the 5th December laſt and 29th ult. have conſidered the requeſt of John Durand and Henry Boulton, Eſqrs. to be paid the claims therein-mentioned for extra expences on the ſhips Lord North and Eſſex, in conſequence of the war with Holland; but as thoſe ſhips left Graveſend on the 23d December 1780, and the declaration of hoſtilites againſt the States of Holland was not publiſhed till the 21ſt of that month, the Committee do not conceive thoſe ſhips expences were in any degree affected thereby, and are therefore of opinion thoſe claims be not admitted.

And the ſame was reported to the Court.

Mr. Newte being called into the Committee at his deſire, repreſented the great expence in the difference of inſurance of the ſhip Earl of Cheſterfield, which far exceeds the ſum the Committee have eſtimated it at, and therefore hoped the Committee would reconſider the Owners claim. Mr. Newte was then acquainted, the Committee had proceeded in reſpect to the allowances for the Earl of Cheſterfield, in the ſame manner as for other ſhips under the ſame deſcription, and put upon the like footing, therefore they could not make any alteration therein.

Captain Oliver being called in to the Committee, was directed to examine into the ſtate and condition of the ſhip Prime, and the ſtores belonging to her; alſo to enquire of the Owners, if they are inclined to diſpoſe of the ſhip and ſtores to the Company, and in ſuch caſe to deliver in an eſtimate of the coſt of her outfit, for a voyage to India.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 4th September, 1782.

Two reports from the Committee of Shipping, dated this day being read,

Reſolved,

Reſolved, That the Owners of the ſhip Earl of Cheſterfield be allowed the difference of inſurance on the outfit of the ſhip, occaſioned by the declaration of hoſtilities againſt the States of Holland, eſtimating the amount at £21600. at 15 guineas per cent. and the difference upon cordage at 3s. 6d. per cwt. and that a warrant be made out to the Owners accordingly for the ſum of £3586. 4s.

That the Claims of the Owners of the ſhips Lord North and Eſſex, on the above account, be not admitted.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 11th September, 1782.

Letter from Mr. James Farquharſon, dated this day, was read, offering to ſell the ſhip Prime for the ſum of £5000. the Company paying the expence of Mr. Wells's bill for repairs done to her; or to let her to freight upon the terms of his tender to the Court of the 1ſt of laſt month; but if the Company take the riſk of inſurance from capture, ſeizure, or damage done by an enemy, he is willing to abate £3. per ton, upon the price of the freight, valuing the coſt of the ſhip, her outfit, and the balance of freight to be paid in India at £18000. Vide App. No. 273.

And the Committee having conferred with Mr. Farquharſon thereon, adjourned the further conſideration till to-morrow.

An eſtimate prepared by Captain Oliver of the value of the Prime and her ſtores, the repairs neceſſary to be done to her, and the expence of her outfit, amounting in the whole to £14,163. being laid before the Committee, Captain Oliver was called in and being examined thereon, was directed to make an offer to Mr. Farquharſon for the purchaſe of the Prime, but not to exceed therein the ſum of £4000. excluſive of the builders bill for the repairs, and to adviſe the Committee of the ſame to-morrow. Vide App. No. 274.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 11th September, 1782.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to provide for ſupplying the deficiency of tonnage for the enſuing ſeaſon.

On reading a letter from Mr. Richard Atkinſon, deſiring, that the ſhip Beſborough may be taken up for the Company's ſervice, agreeable to her turn, being read, Vide App. No. 275.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

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AT A COMMITTEE OF SHIPPING,

On Thurſday the 12th September, 1782.

Vide App. No. 276. Letter from Captain John Oliver, dated this day, ſignifying, that having conferred with Mr. Farquharſon, and offered him £4000. for the Prime, he refuſed to take that ſum; but is willing to ſell her for 4000 guineas, or to let her to freight out to the Eaſt-Indies at £22 per ton free of captures, and in all other reſpects according to his tender.

And the queſtion being put thereon,

Reſolved unanimouſly, That the terms offered by Mr. Farquharſon be not accepted.

AT A COURT OF DIRECTORS,

Held on Thurſday the 12th September, 1782.

A report from the Committee of Shipping, dated the 25th July laſt, and poſtponed by the Court on that day, being now read,

Reſolved, That the requeſt of Robert Preſton, Eſq. for leave to poſtpone the launching of two of the four new ſhips which he is now building on the bottoms of the Hampſhire, Northington, Hillſborough, and General Barker, till next ſeaſon, be complied with.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 17th September, 1782.

Vide App. No. 277. Draught of a clauſe to be inſerted in the Charter-Parties of the outward-bound ſhips of this ſeaſon, prepared by Mr. Solicitor Smith, that in caſe peace ſhall be concluded, or a ceſſation of hoſtilities ſhall take place, the Company ſhall deduct out of the freight and demorage, the difference of inſurance, and of the price of ſtores and proviſions which may be occaſioned thereby, being laid before the Committee, the ſame was approved.

Vide App. No. 275. Purſuant to reference of Court, of the 11th inſtant, the Committee conſidered the letter from Richard Atkinſon, Eſq. complaining, that the ſhip Beſborough has not been taken up in turn; and if this precedent was ſuffered to be eſtabliſhed, and the Owners were henceforward in critical times to depend upon intereſt and management for the employment of their ſhips, and not upon their regular turn, the ruinous conſequence that would enſue muſt be ſo obvious, that he truſts the meaſure of which he complains, can only have ariſen from ſome miſtake, and deſiring juſtice may be done to the Owners, by ordering the Beſborough to be taken up agreeably to her turn, and the tender in that reſpect made and accepted. And the Deputy Chairman having informed the Committee, that Mr. Snodgraſs was directed to make a report of the earlieſt times the ſhips would be ready to come afloat for the Committee of Correſpondence to form a judgment in taking up the number of ſhips of this ſeaſon for the firſt diſpatch; and it appearing upon the examination of Mr. Snod-

Vide App. No. 278.

graſs,

graſs, that from the beſt information he could obtain of the builders, and his own opinion, the ſhips could not be ready ſooner than the times mentioned in the aforeſaid liſt; the Committee are therefore of opinion, that neither intereſt or management has been made uſe of, in fixing the order in which the ſhips were taken up, and that no injuſtice has been done to the Owners of the Beſborough by her not being taken up as one of the early ſhips.

And the ſame was reported to the Court.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 18th September, 1782.

Letter from Mr. James Mather, the 12th inſt. making an offer of ſale to the Company of the Belliſarius, a new ſhip of 590 tons, was read. Vide App. No. 279.

Purſuant to reference of Court of the 7th ult. the Committee conſidered the tender of the ſhip Prime, for an outward-bound voyage to India, and having conferred with Mr. Farquharſon thereon, and made him an offer either to take her up at £20. per ton freight, free of capture, or to purchaſe her for the ſum of £4000. both which he has declined; the Committee are of opinion, Mr. Farquharſon's terms are too high to be accepted. Vide App. No. 268.

And the ſame was reported to the Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 18th September, 1782.

The Committee of Shipping reporting, under date of the 17th inſtant, that on conſideration of the letter from Richard Atkinſon, Eſq. referred to them on the 11th inſt. it is their opinion, that neither intereſt nor management have been made uſe of, in fixing the order in which the ſhips were taken up, and that no injuſtice has been done to the Owners of the Beſborough by her not being taken up as one of the early ſhips.

Reſolved, That this Court do agree in opinion with the ſaid Committee.

The ſaid Committee alſo reporting, under this day's date, that having, purſuant to reference of Court of the 7th ult. conſidered the tender of the ſhip Prime for an outward-bound voyage to India, and having conferred with Mr. Farquharſon thereon, and made him an offer either to take her up at £20. per ton freight, free of capture, or to purchaſe her for the ſum of £4000. both which offers he has declined; they are of opinion, that Mr. Farquharſon's terms are too high to be accepted.

Reſolved, That this Court do agree in opinion with the Committee of Shipping, as ſtated in the above report.

AT

AT A COMMITTEE OF SHIPPING,

On Tueſday the 24th September, 1782.

Vide App. No. 280 and 281. Letters from [Captain John Oliver, dated the 10th and 17th inſt. reporting the length, breadth, and tonnage of ſeveral new ſhips, were read.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 25th September, 1782.

Vide App. No. 282. Note from Sir Richard Hotham, dated the 24th inſt. being read, obſerving, that the printed part of the York's Charter-Party does not contain any thing new that is improper, but that the written part which was propoſed to the Ship's Huſbands at large, was, by the whole of them thought inadmiſſible; that he acknowledges a miſtake which he himſelf made, when he laſt tendered the York at 758 tons, builders meaſure, which material miſtake was occaſioned by his having forgot the ſhip was lengthened upon her third voyage, after ſhe had been ſtranded, for that when lengthened her builders tonnage really meaſures 867$\frac{5}{94}$ tons; and as the ſhips built the ſame year were permitted to lengthen in like manner, and were afterwards chartered for the tonnage they meaſured; the York, which had but two voyages afterwards to go inſtead of four, ſeems intitled to the ſame privilege upon her laſt voyage, as the new ſhips were indulged with upon their firſt; therefore praying, that the ſaid ſhip's Charter-Party may be indulged with the ſame proportional advantage as the other lengthened ſhips have from their original building.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Wedneſday the 25th September, 1782.

Vide App. No. 282. Purſuant to reference of Court of this day, the Committee have conſidered the letter from Sir Richard Hotham, that he does not obſerve the printed part of the Charter-Party contains any thing new that is improper, but the written part which was propoſed to the Ships Huſbands at large, he well remembers was by the whole of them thought inadmiſſible; that it is with concern he is obliged to acknowledge the miſtake he has made, when he laſt tendered the ſhip York at 758 tons, builders meaſure; that he forgot ſhe was lengthened upon her third voyage; and that her builders tonnage really meaſures 867$\frac{5}{94}$ tons, and as the ſhips built the ſame year were permitted to lengthen in like manner, and were afterwards chartered for the tonnage they meaſured; the York, which had but two voyages afterwards to go inſtead of four, ſeems entitled to the ſame privilege upon her laſt voyage, that the new ſhips were indulged with upon their firſt;

firſt; therefore praying in behalf of the Owners, that the ſhip York's Charter-Party may be indulged with the ſame proportionable advantage, as the other lengthened ſhips have from their original building; and the Committee are clearly of opinion, that the ſubſtance of the written clauſe in the Charter-Party alluded to in the above letter, was unanimouſly agreed to by the Managing Owners, and with reſpect to that part of Sir Richard's requeſt, that the Owners of the ſhip York may be indulged with the ſame privileges as they were laſt voyage; it appears to the Committee upon reference to their report of the 17th November, 1779, which was ſubſequent to the permiſſion granted by the Court for lengthening the ſhips, that they were freightedat 758 tons, and the Court agreed, conditionally, to lade for that voyage ſo many tons upon half freight homewards, as ſhould amount to their whole builders tonnage, in caſe of room to take the ſame on board, cargoes from Fort St. George and Bengal only excepted; the Committee are therefore of opinion, Sir Richard Hotham's requeſt, in this inſtance, be not complied with, and that the York's Charter-Party be filled up at 758 tons only;

Vide App. No. 283.

And the ſame was reported to the Court.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Thurſday the 26th September, 1782.

The Committee having met to conſider of the number of ſhips that will be neceſſary for the ſervice of this ſeaſon, are of opinion, that eighteen ſhips appear to be ſufficient for the Company's commerce, and from the demand made by different boards, for the conveyance of government ſtores, it will require not leſs than ſix ſhips to provide tonnage for the ſame; do recommend to the Court, that four ſhips be now taken up in part of that number.

AT A COURT OF DIRECTORS,

Held on Thurſday the 26th September, 1782.

The Joint Committee of Correſpondence and Shipping, reporting under date the 25th inſtant, that having conſidered the letter from Sir Richard Hotham, referred to them on that day, they are of opinion, that the ſubſtance of the written clauſe in the Charter-Party alluded to in the ſaid letter, was unanimouſly agreed to by the Managing Owners, and that with reſpect to that part of Sir Richard's requeſt, that the Owners of the ſhip York may be indulged with the ſame privilege as they were laſt voyage; it appears to the Committee, upon reference to their report of the 17th November, 1779, which was ſubſequent to the permiſſion granted by the Court for lengthening the ſhips, that they were freighted at 758 tons, and the Court agreed conditionally to lade, for that voyage, ſo many tons upon half freight homewards as ſhould amount to their whole builders tonnage, in caſe of room to take the ſame on board, cargoes from Fort St. George and Bengal only excepted; the Committee are therefore of opinion,

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that Sir Richard Hotham's requeſt, in this inſtance, be not complied with, and that the York's Charter-Party be filled up at 758 tons only.

Reſolved, That this Court do agree in opinion with the ſaid Joint Committee.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 1ſt October, 1782.

Vide App. No. 284, 285. Letter from Richard Neave, Eſq. under this day's date, ſignifying that he is unacquainted with the circumſtance relating to the ſhip Barwell, being larger than the dimenſions preſcribed by the Company, and encloſing a letter from Mr. Wells the builder, which he received from Brigthelmſtone, was read.

No. 280, 281. Mr. Williams attending the Committee reſpecting the increaſed tonnage of the new ſhip building in the room of the Hector, as reported in Captain Oliver's letter, read the 24th ultimo, he was deſired to ſtate his reaſons in writing for deviating from the Court's orders, as to the preſcribed dimenſions and tonnage of the ſhips to be built for the Company's ſervice.

And a motion being then made,

Reſolved, That it be recommended to the Court to enforce their order, when leave is granted for laying the keel of any ſhip to be hereafter built for the Company's ſervice, by informing the Owners ſuch ſhip ſhall not be taken up if ſhe exceeds, when built, the dimenſions and tonnage preſcribed by order of Court of the 1ſt December 1779, while any ſhip can be met with of that tonnage.

That the Secretary be likewiſe directed to acquaint the Owners of the following ſhips, who have had permiſſion to build, with the above reſolution, and that the Company's Maſter Attendant and Surveyor of Shipping, be particularly enjoined to ſee the Court's orders are complied with, and to report ſo ſoon as they come to the knowledge of any alteration being made therein, viz.

The Grenville	Northington
Triton	Hillſborough
Prince of Wales	and
Stafford	Lord Camden.

Vide App. No. 286. Letter from Mr. James Farquharſon, dated this day, offering the ſhip Prime for £4,200, with all her ſtores as per inventory, the Company paying Mr. Wells's, and ſeveral tradeſmen's bills, being read,

Reſolved, That Mr. Farquharſon's offer is inadmiſſible.

AT A COURT OF DIRECTORS,

Held on Tueſday the 1ſt October, 1782.

Vide App. No. 287. The Deputy Chairman acquainted the Court, that it was ſummoned to take into conſideration a letter now read, from Sir Richard Hotham, Culling Smith, Eſq. and ſeveral other Managing Owners, of Eaſt-India ſhipping, dated 26th ultimo, but was not received

ceived till the following day in the afternoon, ſignifying that having met in conſequence of a card ſent to each of them, they deputed two gentlemen to wait on the Court of Directors to communicate their ſentiments reſpecting the written clauſe added to the Charter-Parties; not meeting with Directors to impart the buſineſs to, and leſt they ſhould be charged with any delay, do beg leave to inform the Court they apprehend that ſome miſtake muſt have happened in Mr. Durand's conference with the Chairman, for the Managing Owners were unanimous in their opinion, that the three propoſitions were wholly inadmiſſible, and that at the meeting held on that day, they feel themſelves under the neceſſity of abiding by their former ſentiments.

The Court taking the ſaid letter into conſideration, and

The minutes of the Court of Directors of the 15th Auguſt laſt, being read, it was

Reſolved, That it is the opinion of this Court, that they cannot recede from any of the clauſes expreſſed in the Charter-Parties lately delivered to the reſpective Huſbands, in which the Joint Committee of Correſpondence and Shipping have reported to the Court that the Owners have concurred.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 2d October, 1782.

The ſtanding order of Court of the 1ſt December, 1779, as to the dimenſions of ſhips to be built for the Company's ſervice, being read,

And the Chairman from the Committee of Shipping moving the Court, it was

Reſolved, That the order of this Court be enforced when leave is granted for laying the keel of any ſhip to be hereafter built for the Company's ſervice, by informing the Owners that ſuch ſhip ſhall not be taken up if ſhe exceed, when built, the dimenſions preſcribed by order of Court of the 1ſt Dec. 1779.

That the Secretary be likewiſe directed to acquaint the Owners of the following ſhips, who have had permiſſion to build, with the above reſolution, and that the Company's Maſter Attendant and Surveyor of Shipping, be particularly enjoined to ſee the Court's orders are complied with, and to report ſo ſoon as they come to the knowledge of any alteration being made therein, viz.

The Grenville	Northington
Triton	Hillſborough
Prince of Wales	and
Stafford	Lord Camden.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 2d October, 1782.

The following letters being read, viz.

From Mr. James Farquharſon, under this day's date, offering the ſhip Prime, with all her ſtores as per in ventory, for £4000, the

Vide App. No. 288.

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the Company paying the builder, ſmith, joiner, plumber and painter's bills, and

Vide App. No. 289. From Mr. Thomas Bell, dated this day, ſignifying that he is deſired by the agents of the prizes, belonging to Commodore Johnſtone's ſquadron, to make an offer of the ſhip Pearl, with all the ſtores belonging to her, as per inventory incloſed, for 12,000 guineas.

Ordered, That the conſideration of the above letters be poſtponed, and that Captain Oliver do make further enquiry relative to Mr. Bell's offer of the Pearl.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 8th October, 1782.

Vide App. No. 280. The Committee obſerving, that in a letter from Captain Oliver, which was laid before them the 24th ultimo, deſcribing the length, breadth and tonnage of the new ſhips as built, the new ſhip in the room of the Hector, differs from the preſcribed dimenſions, and is thereby very much increaſed in point of tonnage, the Committee had a conference with Mr. Williams, the Managing Owner, on that ſubject, and having ſince received a letter from

Vide App. No. 290. him, dated the 3d inſtant, offering in excuſe, that the order for building was given to Andrew Moffatt, Eſq. and that it was not till his deceaſe that he had it in his power to build, and then he was not in poſſeſſion of the dimenſions required; that being preſſed for time, he found himſelf under the neceſſity of either relinquiſhing the opportunity of accommodating the Company with the ſhip, or entering into a contract with Mr. Barnard for ſuch as he had laid down on ſpeculation; that this ſhip, at the time of his application to the builder, was compleat in her frame; and notwithſtanding the increaſe in her dimenſions, made from an idea that Government might require the aſſiſtance of the Eaſt-ndia ſhipping, and in order to enable them to carry larger metal, he immediately contracted with Mr. Barnard, in expectation of receiving the Company's indulgence at ſuch a period.

The Committee reported to the Court, as their opinion, that the reaſons given by Mr. Williams be admitted; and recommended that the ſtanding order of the 1ſt December, 1779, be diſpenſed with in favour of this ſhip, upon the expreſs condition of her being conſidered as to her chartered tonnage at 755 tons only, as ſhe is now in ſuch ſtate of forwardneſs as to render it impracticable to make any alteration in her dimenſions.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 9th October, 1782.

Vide App. No. 289. The Committee having re-conſidered Mr. Bell's offer of the ſhip Pearl, read the 2d inſtant.

Reſolved, That Mr. Bell's tender of the Pearl be not accepted.

Vide App. No. 288. The Committee having conſidered the letter from James Farquharſon, Eſq. dated the 2d inſtant, offering the ſhip Prime for ſale

ſale to the Company, with all her ſtores, as per inventory accompanying the ſaid letter, for £4000, the Company to pay Meſſrs. Wells's bill, alſo the ſmith, joiner, plumber and painter's bills, which, from the beſt information the Committee are able to obtain, will amount to £3000 more; and are of opinion, ſhe be purchaſed on theſe terms, and a warrant made to Mr. Farquharſon for £4000. accordingly.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 9th October, 1782.

The Committee of Shipping reporting under yeſterday's date, that having obſerved in a letter from Captain Oliver, laid before them the 24th ultimo, deſcribing the length, breadth and tonnage of the new ſhips as built, that the new ſhip in the room of the Hector, differs from the preſcribed dimenſions, and is thereby very much increaſed in point of tonnage; the Committee had a conference with Mr. Williams, the Managing Owner, on the ſubject, and recommending to the Court, for the reaſons therein ſtated, that the ſtanding order of the 1ſt December 1779, be diſpenſed with in favour of that ſhip, upon the expreſs condition of her being conſidered as to her chartered tonnage, at 755 tons only, ſhe being now in ſuch a ſtate of forwardneſs as to render it impracticable to make any alteration in her dimenſions.

Ordered, That the ſaid report do lie for conſideration till Wedneſday next, the 16th inſtant.

Another report from the Committee of Shipping, dated this day, being read,

Reſolved, That the ſhip Prime be purchaſed for the Company's ſervice, with all her ſtores, for £4,000, the Company to pay Meſſrs. Wells's bill, alſo the ſmith, joiner, plumber and painter's bills, which are eſtimated at £3,000 more, and that a warrant for £4,000 be made out to Mr. James Farquharſon accordingly.

AT A COURT OF DIRECTORS,

Held on Wedneday the 16th October, 1782.

The Court now taking into conſideration a report from the Committee of Shipping, as to the new ſhip in the room of the Hector, exceeding the dimenſions preſcribed by the Court on the 1ſt December 1779, the conſideration of which report was poſtponed on the 9th inſtant.

Reſolved by the ballot unanimouſly, That for the reaſons mentioned in the ſaid report, the ſtanding order of the 1ſt December 1779, be diſpenſed with in favour of the above-mentioned ſhip, upon the expreſs condition of her being conſidered as to her chartered tonnage, at 755 tons only.

AT A COMMITTEE OF CORRESPONDENCE,

The 25th October, 1782.

The Committee having conſidered the minute of Court of the 26th ult. ſtating the neceſſity of taking up ſix more ſhips for the Company's ſervice the enſuing ſeaſon; and as the Prime has been lately purchaſed by the Company, the Committee offer it to the Court, as their opinion, that the following five ſhips be taken up, viz.

Ships.	Tons.	Commanders.
Beſborough - - -	870	Alexander Montgomerie
General Eliott - - -	755	John Cotton
New ſhip (Duke of Cumberland)	755	
New ſhip (Hector) - -	755	Stephen Williams
Glatton - - - -	758	Charles Drummond

AT A COURT OF DIRECTORS,

Held on Wedneſday the 30th October, 1782.

Vide App. No. 291.

The requeſt of Mr. Nicholas Skottowe, being read, for permiſſion to build a new ſhip in the room of the Bridgewater, to be commanded by Captain William Parker.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

On reading a report from the Committee of Correſpondence, dated the 25th inſtant,

Reſolved by the ballot unanimouſly, That the following five ſhips be taken up, which, with the Prime lately purchaſed by the Company, will compleat the tonnage wanted for this ſeaſon.

Ships.	Tons.	Commanders.
Beſborough - - -	870	Alexander Montgomerie
General Eliott - - -	755	John Cotton
New ſhip (Duke of Cumberland)	755	
New ſhip (Hector) - -	755	Stephen Williams
Glatton - - - -	758	Charles Drummond

AT A COMMITTEE OF SHIPPING,

On Friday the 15th November, 1782.

Vide App. No. 292.

Letter from Mr. James Mather, dated this day, offering to treat for the hire or ſale to the Company of the French ſhip l'Actionnaire, being read,

Ordered, That Mr. Mather be acquainted the Company have no occaſion at preſent for a ſhip of that deſcription.

AT

AT A COMMITTEE OF SHIPPING,

On Tueſday the 19th November, 1782.

Mr. Dent, Managing Owner, being called in and deſired to aſſign his reaſons why the ſhip Earl of Sandwich is not at Graveſend, acquainted the Committee, the principal delay has been occaſioned by the repairs turning out much heavier than was expected, but that he has exerted himſelf to the utmoſt in getting her ready, and thinks ſhe will proceed to Graveſend either tomorrow or Thurſd It was then recommended by the Committee to Mr. Dent, to continue his exertions, as the Owners will be charged with demorage, if the ſhip ſhould not be able to proceed with the other ſhips of the firſt diviſion.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 20th November, 1782.

On reading a letter from Henry Boulton, Eſq. dated the 14th inſt. deſiring to remind the Court, previous to his ſigning the Charter-Party of the new ſhip, in the room of the Duke of Cumberland, that he has twice applied for the Owners of the Eſſex to be reimburſed their additional inſurance on account of the war with Holland. Vide App. No. 293.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

Letter from Richard Atkinſon, Eſq. dated this day, adviſing, that he ſhall be ready to execute the Beſborough's Charter-Party as prepared; declaring, however, that he does not mean thereby to wave the right he apprehends the Owners of that ſhip have, that ſhe ſhould be put upon the footing of the ſhips firſt taken up, if it ſhould happen that any of the deductions, which are the object of the additional clauſe, ſhould accrue between the one period and the other, being read, Vide App. No. 294.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to do therein as they may think fit.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 21ſt November, 1782.

Letter from Richard Atkinſon, Eſq. dated the 20th inſt. and referred by order of Court of that day, being read, ſignifying, that as the Managing Owners of the reſt of the ſhips tendered at the ſame time as the Beſborough, have ſubmitted to the additional manuſcript clauſe at the end of the Charter-Party, he ſhall alſo ſubmit to it, notwithſtanding the great objection ariſing from its want of preciſion, and ſhall be ready to execute the Charter-Party as prepared; declaring, however, that he does not mean thereby to wave the right which he apprehends the Owners of this ſhip have, that ſhe ſhould be put upon the footing of the ſhips firſt taken up, if it ſhould happen, that any of the deductions Vide App. No. 294.

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ductions, which are the object of the ſaid additional clauſe, ſhould accrue between one period and the other.

Ordered, That the Secretary acquaint Mr. Atkinſon, that there is no difference in any of the Charter-Parties of the ſhips taken up this ſeaſon; therefore, the Court of Directors cannot admit of his ſigning his Charter-Party with any reſervation whatever; and to deſire to know, whether he will agree to withdraw the objection ſtated in his letter, as it will be neceſſary for the Court to come to a final determination thereon, before the Beſborough comes afloat.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 27th November, 1782.

Vide App. No. 295. Letter from Henry Boulton, Eſq. dated the 26th inſt. deſiring, that the Court will reconſider his former requeſt, for an allowance in conſideration of the additional expence of inſurance on the Eſſex, previous to his ſigning the Raymond's Charter-Party, being read,

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

Vide App. No. 296. On reading a letter from Richard Atkinſon, Eſq. adviſing, that he agrees to ſign the Beſborough's Charter-Party for her future ſervices, without any reſervation whatever; but that he does not mean thereby to preclude himſelf from claiming indemnification againſt any loſs, if ſuch ſhall ariſe from her not being taken up in her turn; neither does he on the other hand underſtand or mean that the Court ſhould, by executing the Charter-Party after this information, in any reſpect recognize or admit that the Owners have any right to ſuch indemnification, but that ſuch claim ſhould be left to depend upon its own merits, if the caſe happens which may give it exiſtence.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to do therein as they ſhall think fit.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 27th November, 1782.

Vide App. No. 296. Letter from Richard Atkinſon, Eſq. dated the 25th inſtant, and referred this day, being read, ſignifying, that the Beſborough has been ſome time afloat, and that her outfit in every particular is in as much forwardneſs as her ſituation requires; that he agrees to ſign the Charter-Party for her future ſervices, without any reſervation whatever; but that he does not mean thereby to preclude himſelf from claiming indemnification againſt any loſs, if ſuch ſhall ariſe from her not being taken up in her turn; neither does he on the other hand underſtand or mean that the Court ſhould, by executing the Charter-Party after this information, in any reſpect recognize or admit that the Owners have any right to ſuch indemnification, but that ſuch claim ſhould be left to depend upon its own merits, if the caſe happens which may give it exiſtence.

Reſolved,

Reſolved, That this Committee approve of Mr. Atkinſon's ſigning the Charter-Party.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 4th December, 1782.

On reading a letter from Mr. Robert Peckham, dated the 3d inſtant, tendering the ſhip Medway, burthen about 600 tons, to carry a freight to India of maſts, ſtores, &c. on the following terms, viz. Vide App. No. 297.

Freight £27. per ton outwards for goods and paſſengers; two-thirds of her freight to be paid on her ſailing from her laſt port in England, and the remaining one-third in India; paſſage and diet of ſoldiers, demorage, difference of wages, and other particulars, on the ſame terms as freighted ſhips of the ſeaſon; and in all other reſpects to have the ſame indulgence as tranſports of the laſt ſeaſon, alſo

The requeſt of Meſſrs. Pinſon Bonham and Samuel Bonham, for leave to build a ſhip on the bottom of the ſhip Duke of Portland, to be commanded by Captain John Sutton. Vide App. No. 298.

Ordered, That the ſaid letter and requeſt be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Friday the 6th December, 1782.

Purſuant to reference of Court of the 4th inſt. the Committee conſidered the tender of the ſhip Medway, burthen 600 tons, by Robert Peckham, Eſq. for the purpoſe of carrying maſts, ſtores, &c. to the Eaſt-Indies, and are of opinion the ſaid tender be not accepted, as it does not appear to this Committee that the Company have occaſion at preſent for a ſhip of the above deſcription. Vide App. No. 297.

And the ſame was reported to the Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 11th December, 1782.

The Committee of Shipping reporting, under date the 6th inſtant, as their opinion, that the tender of the ſhip Medway, burthen 600 tons, by Robert Peckham, Eſq. for the purpoſe of carrying maſts, ſtores, &c. to the Eaſt-Indies, be not accepted, as the Company appear to have no occaſion at preſent for a ſhip of that deſcription.

Reſolved, That this Court do agree in opinion with the ſaid Committee.

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AT A COMMITTEE OF SHIPPING,

On Friday the 31ſt January, 1783.

Rd. Atkinſon, Robert Preſton, Robert Williams, and D. Briſtow, Eſqrs.

The ſeveral Owners, whoſe names are mentioned in the margin, being with the Committee, it was intimated to them by the Chairman, that from the preſent alteration in public affairs, the Committee hope the Company will be benefited, eſpecially in the article of ſeamens wages; and it was agreed between the Committee and Owners, that the preſent liſt of wages hung up in the Pay-office, being 45ſ. per month to ſeamen, and officers in proportion, ſhould be taken down; that the following wages be given to the officers and ſeamen (not already impreſſed) of the five ſhips now at Graveſend, and that a liſt thereof be affixed in the room of the above.

A liſt of wages for the ſhips Sulivan, General Eliott, Raymond, Glatton, and Beſborough, viz.

	£.	ſ.		£.	ſ.
Chief-mates wages by the month	5	0	Carpenter's 1ſt Mate	3	0
Second Ditto	4	0	Ditto 2d Ditto	2	10
Third Ditto	3	10	Cooper's Mate	2	0
Fourth Ditto	2	10	Surgeon's Ditto	1	15
Fifth Ditto	2	0	Butcher	1	15
Purſer	2	0	Quarter-maſters, each	2	0
Surgeon	3	5	Midſhipmen, each	1	15
Captain's Steward	1	15	Caulker's Mate	2	10
Ship's Ditto	2	0	Boatſwain and Gunner's Mate each	2	0
Carpenter	4	0	Armourer	2	0
Boatſwain	3	5	Midſhipmen & Coxſwain	1	15
Gunner	3	5	Captain's Servants, each	1	3
Caulker	3	10	Chief Mates Ditto	1	0
Sailmaker	2	5	Second Ditto Ditto	0	18
Cooper	2	15	Boatſwain, Gunner, Carpenter, and Surgeon's Servants each	0	15
Captain's Cook	3	5			
Ship's Ditto	2	0	Able Seamen, each	1	15

The Chairman likewiſe ſignified to the Owners the Committee's expectations in a further benefit to the Company, by a decreaſe in the price of proviſions and ſtores; in reply to which the Owners acquainted the Committee they had provided thoſe articles long ago, and therefore they could not make any abatement on that account.

In the courſe of this reference it was thrown out by the Chairman, that a great difference would be made in the article of inſurance, and therefore the Company ſhould avail themſelves of the additional clauſe in the Charter-Party in their favour, drawn up conformably to the reſolution of Court of the 15th Auguſt laſt, which was then agreed to by the Managing Owners, and made a part of the conditions upon which the ſhips were taken up, which clauſe was read; but the Owners differing in opinion with the Committee reſpecting the commencement of the riſk of

of insurance, and the Owners having withdrawn, the Committee took the same into mature consideration, and with the assistance of Mr. Smith, the Company's Solicitor, came to the following resolution, viz.

That the Managing Owners of the twenty-three outward-bound ships, be acquainted that agreeably to the clause inserted in the Charter-Party, the Committee are of opinion, that the Company are entitled, and on settling the ships freight, will require to have an allowance made for the saving in the price of ships insurance, so far as they remained uninsured at the time the preliminaries of peace were published; and in order to enable the Company to calculate the amount of this saving, that they be requested to send an account of the insurance made on the said ships, before the publication of the above preliminaries.

AT A COMMITTEE OF SHIPPING,

On Friday the 7th February, 1783.

The following letters were read, viz. Vide App. No. 299.

From Richard Neave, Esq, dated the 3d instant, and,

John Broadley, Esq. at Dover, the 4th, relative to insurances on the ships Glatton and True Briton.

From the Managing Owners of the several outward-bound ships, dated the 5th instant, signifying that it gives them great concern to differ in opinion from the Committee, respecting the insurances made on their ships, but as they do so diametrically, they think it best to declare they cannot admit of the claim of abatement set up, neither do they apprehend the Company have any concern with the Owners having insured their property or not.

From Mr. David Bristow, on behalf of himself, and Henry Boulton, Esq. dated the 4th instant, repeating his request that the Committee will grant the Owners of the Essex some relief in consideration of the additional expence of insurance on that ship, incurred by the commencement of hostilities with the Dutch. Vide App. No. 300.

AT A COURT OF DIRECTORS,

Held on Thursday the 27th March, 1783.

On reading the request of John Clements, Esq. in behalf of the Owners of the ship Royal Charlotte, that she may be permitted to proceed on a fifth voyage, provided she shall be reported to be fit and capable, subject to the like terms as other ships at that period. Vide App. No. 301.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wednesday the 2d April, 1783.

On reading a letter from Sir John Henniker and Mr. Abel Chapman, tendering the ship Chapman for a second voyage, on such Vide App. No. 302.

Vide App. No. 303.

ſuch terms as may be given to other ſhips contracted for at the ſame time, in the Company's ſervice; alſo,

The requeſt of Mrs. Jane Willſon on behalf of the Owners of the late ſhip Earl of Dartmouth, for leave to build a new ſhip in her room;

Ordered, That the ſaid letter and requeſt be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Tueſday the 8th April, 1783.

On a motion,

Ordered, That the proper officers do lay before this Court an account of all monies given to the Owners of ſhips employed in the Company's ſervice, beyond the agreement made by Charter-Party ſince the commencement of the late war, ſtating the reaſons for ſuch allowances; alſo,

An account of all monies allowed to the Company by the Owners of the twenty-four ſhips ſailed this year with paſſes, and

The ſtatement from which the Committee form their opinion of the freights to be given to the ſhips employed in the Company's ſervice.

AT A COURT OF DIRECTORS,

Held on Thurſday the 24th April, 1783.

Vide App. No. 304.

Mr. Charles Thomas Coggan, Clerk to the Committee of Shipping, laid before the Court, purſuant to their order of the 8th inſtant, "An account of allowances to the Owners of ſeveral "ſhips of the ſeaſon 1780, for extra expences in conſequence of "the declaration of hoſtilities againſt the States of Holland, "which were made in purſuance of reſolutions of Court of the "25th and 27th April, 1781."

And by a paper now read, ſtated to the Court,

"That not any money has been allowed to the Company by "the Owners of the twenty-four ſhips ſailed this year with paſſes,

"And that an eſtimate of the difference of the expence of "fitting out a ſhip between the laſt ſeaſon and the preſent, as "drawn out by the Maſter Attendant, is the ſtatement on which "the Committee principally form their opinion of the freights "to be given to the ſhips employed in the Company's ſervice.

Vide App. No. 266.

"Copy of Captain Oliver's ſtatement of laſt year accompanied "ing the ſame."

Vide App. No. 305.

The requeſt of John Clements, Eſq. that the extreme breadth of the new ſhip to be built on the bottom of the Stafford, may be 36 inſtead of 35 feet, her other dimenſions to be as preſcribed by order of Court, and,

The ſtanding order of Court, of the 1ſt December 1779, being read,

Ordered, That it be referred to the Committee of Shipping, to examine and report on the above requeſt, and to take the ſaid ſtanding order into their conſideration.

AT

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 7th May, 1783.

The Committee having conſidered the requeſt of John Clements, Eſq. referred 27th March laſt, on behalf of the Owners of the ſhip Royal Charlotte, that ſhe may be permitted to proceed on a fifth voyage, provided, at the time, ſhe is reported to be fit and capable; are of opinion, Mr. Clements' requeſt cannot be complied with, it being contrary to the 39th By-Law, and the ſhip having, at preſent, performed three voyages only. Vide App. No. 301.

And the ſame was reported to the Court.

The Committee likewiſe conſidered the letter from John Clements, Eſq. referred the 24th ultimo, that being appointed Huſband of the new ſhip, to be built on the bottom of the Stafford, he requeſts on behalf of the Owners (previous to making a contract) that her extreme breadth may be 36 inſtead of 35 feet, and her dimenſions, in other reſpects, the ſame as preſcribed by the order of Court; and the Committee having had reference to the ſtanding order of Court, of 1ſt December 1779, and the minutes of Court the 2d October laſt, wherein it was reſolved, that the ſaid order be enforced when leave is granted for laying the keel of any ſhip to be thereafter built for the Company's ſervice, by informing the Owners that ſuch ſhip ſhall not be taken up if ſhe exceeds, when built, the dimenſions preſcribed by order of Court the 1ſt December 1779; the Committee, therefore, reported to the Court that they ſee no reaſon to deviate from the above reſolution. Vide App. No. 305.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 7th May, 1783.

On reading a report from the Committee of Shipping, dated this day,

Reſolved, That the requeſt of John Clements, Eſq. that the Royal Charlotte may be permitted to proceed on a fifth voyage, provided, at the time, ſhe ſhall be reported fit and capable, be not complied with, it being contrary to the 39th By-Law, and the ſhip having, at preſent, performed three voyages only, and

That the requeſt of Mr. Clements, that the extreme breadth of the new ſhip, to be built in the room of the Stafford, may be 36 inſtead of 35 feet, be not complied with.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 21ſt May, 1783.

Letter from Sir John Henniker, Bart. and Mr. Abel Chapman, dated the 14th inſtant, tendering the ſhip Chapman for another voyage to India, at the uſual freights given to other ſhips, and requeſting that ſhe may be ſent to Bengal; and Vide App. No. 306.

Requeſt of Mr. Jeffrey Jackſon for leave to build a new ſhip on the bottom of the Fortitude, to be commanded by Captain Charles Gregorie, being read, Vide App. No. 307.

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Ordered, That the ſaid letter and requeſt be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Wedneſday the 21ſt May, 1783.

Vide App. No. 302, 306.

The Committee entered into the conſideration of the letters from Meſſrs. Henniker and Chapman, referred by orders of Court, the 2d laſt month and this day, tendering the ſhip Chapman for a ſecond voyage to India, on ſuch terms as may be given to other ſhips contracted for at the ſame time; and after making ſome progreſs therein, adjourned the further conſideration.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 9th July, 1783.

Vide App. No. 308.

On reading the requeſt of Mr. David Mitchell, for leave to build a ſhip in the room of the Groſvenor,

Ordered, that the ſaid requeſt be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 16th July, 1783.

On a motion,

Ordered, That tenders for ſhips to be entertained in the Company's ſervice the enſuing ſeaſon, be received on Wedneſday the 30th inſtant, and that notice be given thereof, agreeably to the drught of a publication now read and approved, viz.

" Eaſt-India Houſe, 16th July, 1783.

" The Court of Directors of the United Company of Mer-
" chants of England, trading to the Eaſt-Indies, do hereby give
" notice: That they are ready to receive propoſals at any time
" on or before the 30th inſtant, from any perſons, on what
" terms and conditions they are willing to let their ſhips to
" China and all parts of India, for the enſuing ſeaſon, to be
" chartered at builders contract tonnage, and the kintledge to
" be conſidered as part thereof; each propoſal being made by two
" of the Owners and Captain in writing, expreſſing therein the
" names of all the Owners, alſo the builders contract tonnage of
" the ſhip; and that the ſame be ſeverally ſealed up, and left
" with the Secretary, in order to be laid before the Court."

AT

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Thurſday the 24th July, 1783.

The Committee taking into conſideration the references of Court of the 2d April, and 21ſt May laſt, on the two letters from Sir John Henniker, Bart. and Abel Chapman, Eſq. Vide App. No. 302, 306.

The following papers were read, viz.

The report of this Committee on the 16th Auguſt, 1780, as to the terms on which the Chapman was taken into the Company's ſervice; and

State of the ſhips for the ſervice of the ſeaſon 1783, dated the 1ſt inſtant, and Vide App No. 309.

The Committee having very maturely conſidered the ſame, reported their opinion thereon to the Court, as follows, viz.

Purſuant to reference of Court of the 2d April, and 21ſt May laſt, the Committee have conſidered two letters from Sir John Henniker, Bart. and Abel Chapman, Eſq. tendering the ſhip Chapman for a ſecond voyage to India; and the Committee, upon an examination into the terms upon which this ſhip was firſt admitted into the ſervice, find that in the ſeaſon 1780, in conſequence of the then ſcarcity of tonnage for the accommodation of a large body of troops, and for the exports of the ſeaſon, the Chapman and ſome other ſhips not belonging to the ſervice, were taken up for a voyage to India, on the ſame terms as the regular freighted ſhips, without any conditions being made as to their being again employed in the Company's ſervice; theſe particulars the Committee think it neceſſary to ſtate in ſupport of the opinion they now offer to the Court.

That, from the alteration of public affairs, the Court will take up a much leſs tonnage for the exports of the preſent ſeaſon than would have been required if the war had continued.

The Committee think, that with the ſix ſhips now at home, the four building, ſix others at St. Helena, three of which are eligible to be taken into the ſervice, and from thoſe which may be expected in the courſe of the ſeaſon, there will be a ſufficient number of regular ſhips arrive in time to anſwer every purpoſe for the exports of the ſeaſon.

The Committee, upon this ground, and preſuming the Court are not deſirous to increaſe the number of ſhips in the Company's ſervice, do offer, as their opinion, that the requiſitions contained in the letters from the Owners of the Chapman, be not complied with.

The Committee alſo taking into conſideration the references of Court of the 21ſt Auguſt, 30th October, 4th December, 2d April, 21ſt May laſt, and 9th inſtant, on the ſeveral applications of the Owners to build on the bottoms of ſhips worn out or loſt; Vide App. No. 291, 298, 303, 307, 308.

And a ſtatement of the ſhips in the Company's ſervice being laid before the Committee, the Committee reported to the Court, that as it may very reaſonably be preſumed the Court will, in conſequence of the peace, materially decreaſe, for ſome time, the tonnage of the Company's annual exports; the Committee conceive the pre- Vide App. No. 309.

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ſent number will be fully ſufficient for all occaſions, and that it is not neceſſary, at preſent, to give leave to build on any of the bottoms loſt or worn out.

AT A COURT OF DIRECTORS,

Held on Thurſday the 24th July, 1783.

The Joint Committee of Correſpondence and Shipping, reporting under this day's date, as their opinion, that the requiſition contained in the letters from the Owners of the Chapman, tendering that ſhip for a ſecond voyage to India, be not complied with.

Reſolved, That this Court do agree in opinion with the ſaid Joint Committee.

AT A COMMITTEE OF SHIPPING,

On Friday the 25th July, 1783.

Purſuant to references of Court of the 20th and 27th November laſt, the Committee conſidered the requeſts of Henry Boulton, Eſq. to be allowed for the additional expence of inſurance on the ſhip Eſſex, on account of hoſtilities having commenced againſt the United States of Holland, previous to that ſhip's leaving Graveſend.

Vide App. No. 293, 295.

And the Committee having, in their report of the 4th September laſt, offered their opinion in the negative, upon a ſimilar application from Mr. Boulton, from which, at preſent, they do not ſee any reaſon to depart.

Reſolved, That theſe letters do ſtand over till the return of the Eſſex, and if Mr. Boulton ſhould then think it neceſſary to make any further application, the Committee of Private Trade be deſired to take up the conſideration thereof, when they adjuſt that ſhip's account of freight demorage.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 30th July, 1783.

The tenders of the following ſhips being now opened and read, viz.

Vide App. No. 310.

The Royal Charlotte,	-	Capt. Joſiah Pryce
Contractor,	- -	- James Baldwin
Locko,	- -	- Patrick Lawſon
Earl of Mansfield,	-	- William Fraſer
Worceſter,	-	- John Cook
Deptford,	- -	- James Elkington
Oſterley	- -	- Samuel Rogers
New ſhip in the room of the Grenville,	-	Burnet Abercrombie
Ditto Lord Camden,	-	- Nathaniel Dance

Each ſhip being propoſed to be let at builders contract tonnage, to all parts of India and China alike, at £37. 4s. per ton, demorage at 10*d.* per ton per day, on 500 tons, and the immediate payment of

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of all demorage that ſhall become due at the time the ſhip ſhall leave her laſt port in England.

To be impreſſed at 50*s.* per ton, on the builders contract tonnage; and

After the ſhip's arrival at her firſt conſigned port in India, the Company to advance the Owners of the ſhip on the ſame conditions as the impreſs paid in England £200. per month, until diſpatched for Europe, at the following rate of exchange, viz.

The current rupee, at 2*s* 1*d.*

The Bombay rupee, at 2*s.* 3*d.*

The ſtar pagoda, at 7*s.* 4*d.* and

The Spaniſh dollar, at 5*s.*

The Company to pay all advance of wages above 26*s.* per month;

To pay the diet of the ſoldiers from the time of their firſt going on board, until the ſhip's final departure from her laſt port in England, at 1*s.* per head per day, and to be allowed the ſame during her ſtay in any port during her voyage out and home; alſo

To pay the paſſage of the ſoldiers at the rate of £15. per head;

In caſe the ſhip ſhould carry troops from one port to another in India, the Owners to be paid for thoſe troops at the uſual rate at the port where they are landed; but in caſe the Company's agents ſhould not be able to pay the Captain, that they do give him a bill on the Company in England, on reſpondentia terms;

The ſhip to carry kintledge as 80 tons are to 657 tons burthen, the ſaid kintledge to be reckoned as part of the ſhip's tonnage, and to be paid for by the Company at whole freight;

Demorage to be allowed the Owners for the whole time of the ſhip's detention at any port or place where the ſhip may be detained on the Company's account, or waiting for convoy; and

The freight to be punctually paid agreeably to the expreſs terms of the Charter-Party.

Ordered, That the ſaid tenders be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

The Joint Committee of Correſpondence and Shipping reporting, under date the 24th inſtant, as their opinion, that the preſent number of ſhips for the Company's ſervice will be fully ſufficient for all occaſions; and that it is not neceſſary at preſent to give leave for building on any of the bottoms loſt or worn out.

Reſolved, That this Court do agree in opinion with the ſaid Joint Committee.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Thurſday the 31ſt July, 1783.

The Committee having taken into conſideration the reference of Court of yeſterday, the following papers were read, viz. Vide App. No. 310.

The tenders of the ſeveral ſhips,

Captain Oliver's ſtatement of the difference in the price of building and fitting out a new ſhip of 758 tons, between the years 1782 and 1783. No. 311.

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Vide App. No. 312. Captain Oliver's rough abſtract of building and fitting out a ſhip of 758 tons burthen, with proviſions and ſtores for 100 men for fourteen months, at the preſent market prices, alſo

Vide App. No. 313 & 314. Two calculates of the outfit of a ſhip on her fourth voyage, and the produce of her freight at £26. and £30. per ton, by Captain Oliver.

Vide App. No. 315. An account of the difference of prices of the principal articles in fitting out a ſhip, between laſt ſeaſon and the preſent, delivered to Sir Henry Fletcher by one of the Owners.

And a motion being made thereon,

Reſolved, That it is the opinion of this Committee, that previous to their entering any further into this buſineſs, the Owners be deſired to favour them, without loſs of time, with a calculate upon what ground they demand £37. 4s. per ton freight.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 6th Auguſt, 1783.

The tenders of the following ſhips being opened and read, viz.

Vide App. No. 310.

The Dutton,	- -	Capt. James Weſt
Royal Admiral,	-	Joſeph Huddard
Ponſborne,	- -	William Hammet
Kent,	- -	Peter Stoakes
Lord Mulgrave,	- -	James Urmſton
Neptune,	- -	Robert Scott
Valentine,	- -	John Lewis
Berrington,	- -	John Johnſton
Lady Townſhend,	- -	John Congalton
New ſhip in the room of the Northington,	- -	Wm. Hardcaſtle
Ditto Hillſborough,	- -	George Blachford
Ditto Egmont,	- -	Thomas Larkins

Vide App. No. 316.

Each ſhip being propoſed to be let upon the ſame terms as the ſhips tendered laſt Court, excepting the Lady Townſhend, which is tendered at £36. 10s. per ton, inſtead of £37. 4s.

Ordered, That the ſaid tenders be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Wedneſday the 6th Auguſt, 1783.

Vide App. No. 317, and 318. Letter, ſigned by ten of the Managing Owners, under yeſterday's date, encloſing a calculate on which they founded their tenders, was read, and

The Committee having met to confer with the Owners on the ſubject of their tenders, agreeably to the notice given them of the appointment for that purpoſe; Mr. Lane and Mr. Cameron were the only two gentlemen who attended, and informed the Committee there had been a meeting of the majority of the Owners, who had appointed four of them to treat with the Committee, viz.

Mr.

Mr. Durand, Sir Richard Hotham, and
Mr. Preſton, Mr. Cameron,

and as three of the gentlemen were not preſent, they declined entering into the buſineſs.

The Committee then adjourned till to-morrow, having firſt

Ordered, That the above four gentlemen be deſired then to meet the Committee.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Thurſday the 7th Auguſt, 1783.

The following papers were read, viz.

Letter from Sir Richard Hotham, dated at Merton-Place, ſignifying that he was yeſterday deputed one of the four Owners, to act for the other Owners, and ſhall wait on the Committee to-day. Vide App. No. 319.

Calculate of the outfit of a ſhip of 758 tons, 110 men, at £30. per ton. Vide App. No. 314.

Eſtimate of ſundry expences and receipts for a ſhip of 758 tons, in four voyages, calculated with 6 per cent. per annum intereſt on expences, and at £28. 15s. per ton freight, drawn out by the Accountant. Vide App. No. 320.

Account of ſums charged to the Owners for damage and ſhort delivery per ſhips 1768 to 1772, incluſive, together with the ſums paid them for ſurplus tonnage out and home, and demorage, and the rate of freights for the ſame period. Vide App. No. 321.

Terms on which the ſhips were taken up laſt year, compared with the terms of the preſent tenders. Vide App. No. 322.

The Committee were acquainted, that Mr. Durand and Mr. Preſton were confined at home by indiſpoſition, but that Sir Richard Hotham and Mr. Cameron were now in the houſe; and thoſe two gentlemen being called in, the Committee entered into a long conference with them reſpecting their freights, in the courſe of which Mr. Cameron delivered an eſtimate of the amount of the reſpective bills, on the outfit of a ſhip in 1783-4, upon the prices compared with thoſe of 1782-3; which, being compared with the eſtimate drawn out by Captain Oliver, the conſideration of the propriety of the charges on the moſt material articles, as ſtated in the two different accounts, became matter of further conference. During the converſation, Sir Richard Hotham and Mr. Cameron deſired it might be underſtood, that in conſequence of the abſence of Mr. Durand and Mr. Preſton, they acted only for themſelves, and the gentlemen with whom they were immediately connected, and not for the Owners in general. It being remarked, that the account delivered in by Mr. Cameron was not drawn out in the ſame manner as Captain Oliver's, he promiſed that his clerk ſhould meet Captain Oliver to explain any particulars ſtated therein. The Owners being withdrawn, It was ordered, That the further conſideration of the freights be poſtponed to Wedneſday next at half paſt ten o'clock, and that the Huſbands of the ſeveral ſhips, which have already been tendered, be deſired to meet the Committee that day at one o'clock. Vide App. No. 323.

AT

AT A COMMITTEE OF SHIPPING,

On Friday the 8th Auguſt, 1783.

Vide App. No. 324. Mr. Snodgraſs's report of the progreſs of ſhips building, dated this day, was laid before the Committee.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Wedneſday the 13th Auguſt, 1783.

The Committee having met to conſider of the terms proper to be offered the Owners for the ſhips of the enſuing ſeaſon, the following papers were read, viz.

Vide App. No. 325. A comparative view of the difference between the Owners eſtimate, of the outfit of a ſhip, (received from Mr. Cameron the 7th inſt.) and that drawn out by Captain Oliver.

Vide App. No. 326. The Accountant's eſtimate of intereſt to be realized to the Owners of ſhips of 758 tons, let at different freights for four voyages, from £28. to £37. per ton.

Vide App. No. 327. The Accountant's eſtimate, ſhewing that £32. per ton freight for a ſhip of 758 tons, will produce an intereſt at £11. 10s. per cent. per annum.

The Committee having now finiſhed the inveſtigation of the ſeveral accounts which have been laid before them; it was, upon the queſtion being ſeverally put on the ſums of £30. £31. and £32.

Reſolved unanimouſly, That the ſum of £32. per ton freight ought not to be exceeded.

Robert Preſton, Eſq
Sir Richard Hotham.
Donald Cameron,
James Farquharſon,
D. Briſtow,
R. Williams
W. Moffat,
Eſquires.

The ſeveral Huſbands, whoſe names are mentioned in the margin, being then called in, a conference enſued upon the ſubject of their freights, during which they delivered another eſtimate of the outfit of a new ſhip of 755 tons, and intimated, that in conſequence of ſome reductions, they agree to let their ſhips at £36 per ton.

The Owners were then acquainted with the Committee's reſolution, that £32. per ton is a proper freight to be given; and the Owners having declined accepting the ſame, withdrew. And the Committee reported their proceedings to the Court as follows, viz.

Vide App. No. 328. Purſuant to reference of Court of the 30th ult. the Committee have taken into conſideration what freights are proper to be given for the ſhips of the enſuing ſeaſon; and having had ſeveral conferences with ſome of the managing Owners on this ſubject, one of thoſe gentlemen delivered an eſtimate of the outfit of a ſhip, and the ſame having been compared with the ſeveral papers prepared under this Committee's orders, by the Company's officers, from which ſeveral papers, and from what has paſſed in converſation with the Owners, the Committee offer, as their opinion, that the following freights and terms are proper to be allowed to the ſhips of the enſuing ſeaſon, viz.

£32.

£32. per ton freight from China, and all parts of India.
£2. 10s. per ton impreſs.
£13. per head for paſſage.

And that the ſhips in all other reſpects be taken up on the ſame terms and conditions as laſt year.

That the above terms have been communicated to the Owners, which they decline accepting.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 13th Auguſt, 1783.

The Joint Committee of Correſpondence and Shipping reporting, under this day's date, as their opinion, that the following freights and terms are proper to be allowed to the ſhips of the enſuing ſeaſon, viz.

£32. per ton freight from China, and all parts of India.
£2. 10s. per ton impreſs.
£13. per head for paſſage.

And that the ſhips in all other reſpects be taken up on the ſame terms and conditions as laſt year.

Alſo, that the above terms have been communicated to the Owners, which they decline accepting.

Reſolved, That this Court do agree in opinion with the ſaid Joint Committee, reſpecting the propriety of the above freights and terms.

Draught letter to the Owners of Shipping was accordingly read and approved. Vide App. No. 329.

The tenders of the following ſhips being opened and read, viz.

The Eſſex, Captain John Cotton, on the ſame terms as the ſhips tendered on the 30th ult. Vide App. No. 310.

Tartar, Captain Edward Fiott; No. 330.

Chapman, Thomas Walker. No. 331.

Each ſhip being propoſed to be let at £34. per ton, with demorage, impreſs, and other contingencies as uſual, alſo

Two other tenders of the Chapman and Tartar at £32. per ton, with the ſame Commanders. Vide App. No. 332, 333.

Ordered, That the ſaid tenders be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 19th Auguſt, 1783.

Letter from Mrs. Elizabeth Tyler, dated the 18th inſtant, requeſting to have a copy of the account drawn out by the Company of the freight of a ſhip at £32. per ton, was read, Vide App. No. 334.

And the Committee being informed Mrs. Tyler's requeſt had been complied with, approved thereof.

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AT AN OPEN COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Wednesday the 20th Auguſt, 1783.

The following letters were read, viz.

Vide App. No. 335. From Sir Richard Hotham, dated the 18th inſtant, that he cannot attend the Committee to-day, but whatever is agreed to between the Company and the Managing Owners he will abide by.

Vide App. No. 336. From Henry Boulton, Eſq. and ten other Managing Owners, dated 19th inſtant, acknowledging the receipt of the Secretary's letter of the 13th, expreſſing the Court's reſolution, that £32. per ton is a proper freight to be given for the enſuing ſeaſon; and ſignifying, they have peruſed the account at Mr. Coggan's office with due attention, and as it appears to them by no means adapted to the object of their treaty for the terms of the freight of the preſent ſeaſon, they deſire to inform the Court thereof, previous to their attendance on this Committee to-day.

Vide App. No. 337. From Mrs. Elizabeth Tyler, under this day's date, that ſhe will abate of her tender of the Lady Townſhend, by reducing the freight to £32. per ton.

The following eſtimates, prepared by the Accountant, were likewiſe laid before the Committee, viz.

Vide App. No. 338. Eſtimate, ſhewing the profit to the Owners of a ſhip of 758 tons, let at £37. made up from the Owners calculate of outfit and expences.

Vide App. No. 339. Calculation, ſhewing the profit to the Owners of ſhips of 758 tons, let at £32. per ton, made up upon Captain Oliver's eſtimate of outfit and expences.

Vide App. No. 340. Calculation, ſhewing the profit to the Owners of ſhips of 755 tons, let at £32. per ton, made upon the Owners eſtimate of outfit and expences;

Vide App. No. 341. Captain Oliver's rough calculate of the ſale of a ſhip of 758 tons, and her ſtores, after performing four voyages, was alſo laid before the Committee.

Robert Preſton, Donald Cameron, D. Briſtow, W. Moffat, Robt. Williams, James Farquharſon, Eſqrs. Vide App. No. 342.

The ſeveral Managing Owners, whoſe names are inſerted in the margin, being with the Committee, a conference enſued on the ſubject of the freights, in the courſe of which the Owners declined to let their ſhips at £32. per ton, declaring they do not approve of the calculation for four voyages, unleſs the Court would agree to contract with them for the ſame freight for the whole four voyages; the Owners alſo delivered in a paper, ſtating the account of the ſale of three ſhips, lately arrived, and their ſtores.

The Chairman then informed them, the Court could not enter into ſuch contract, but that they would have the ſame advantage every year as the preſent. The calculation of the outfit being made for a new ſhip and new ſtores at the preſent prices, the Owners then withdrew, and a doubt having ariſen, whether the Owners ſhould be acquainted, that ſhips are tendered to the Company at £32. per ton freight, it was, on the queſtion being put,

Reſolved, That it is the opinion of this Committee, the Owners ought to be acquainted, that ſhips are offered at £32. per ton freight.

The

The Owners were thereupon called in, and acquainted by the Chairman, that before they give any anſwer reſpecting their terms, the Company have received tenders at £32. per ton; the Owners intimated to the Committee, they were previouſly informed of it, and that they have come to a determination not to alter their terms from £35. per ton.

The Owners being again withdrawn, the Committee made the following report to the Court, viz.

The Committee having taken into conſideration the reference of Court of this day, on a letter from Sir Richard Hotham, and another letter from Henry Boulton, Eſq. and ſeveral other Managing Owners, reſpecting the account of freight of a ſhip of 758 tons, at £32. per ton, which has laid for their inſpection; and the Committee having again conferred with the Owners on this ſubject, and in the courſe of the converſation intimated, that ſome ſhips have been offered at £32. per ton freight, thoſe gentlemen ſignified they were previouſly acquainted of that circumſtance; but notwithſtanding which, they informed the Committee they are come to a determination not to lower their terms below £35. per ton; upon the whole, the Committee ſee no proſpect at preſent of agreeing with the Owners for their ſhips upon the conditions, which the Committee have already reported to the Court on the 13th inſt. and under this predicament the Committee can recommend no other plan than that of advertiſing in the public papers for the hire of ſuch ſhips as ſhall be ſuitable for the Company's employ.

The Commiittee then adjourned to go into Court, and after remaining there ſome time, returned, and took into conſideration their report of this day, which was recommitted; and it being moved, that the ſaid report be amended, by leaving out the following words, viz.

" And under this predicament the Committee can recommend " no other plan than that of advertiſing in the public papers for " the hire of ſuch ſhips as ſhall be ſuitable for the Company's " employ."

It was, on the queſtion,

Reſolved in the affirmative; and the report ſo amended, being as follows, was made to the Court.

The Committee having taken into conſideration the reference of Court of this day, on a letter from Sir Richard Hotham, and another from Henry Boulton, Eſq. and ſeveral other Managing Owners, reſpecting the account of freight of a ſhip of 758 tons, at £32. per ton, which has laid for their inſpection; and the Committee having again conferred with the Owners on this ſubject, and, in the courſe of the converſation, intimated that ſome ſhips have been offered at £32. per ton freight; thoſe gentlemen ſignified they were previouſly acquainted of that circumſtance; but notwithſtanding which, they informed the Committee, they are come to a determination not to lower their terms below £35. per ton; upon the whole, the Committee ſee no proſpect at preſent of agreeing with the Owners for their ſhips upon the conditions, which the Committee have already reported to the Court on the 13th inſtant.

AT

AT A COURT OF DIRECTORS,

Held on Wedneſday the 20th Auguſt, 1783.

An open Committee of Correſpondence and Shipping, reporting under this day's date, that having conſidered a letter from Sir Richard Hotham, and another letter from Henry Boulton, Eſq. and ſeveral other Managing Owners reſpecting the account of freight of a ſhip of 758 tons, and £32. per ton, which has lain for their inſpection; and the Committee having again conferred with the Owners on this ſubject, and in the courſe of the converſation intimated that ſome ſhips had been offered at £32. per ton freight, thoſe gentlemen ſignified they were previouſly acquainted of that circumſtance, but notwithſtanding which, they informed the Committee they are come to a determination not to lower their terms below £35. per ton; that, upon the whole, the Committee ſee no proſpect, at preſent, of agreeing with the Owners for their ſhips upon the conditions, which the Committee have already reported to the Court, on the 13th inſtant, and that under this predicament the Committee can recommend no other plan than that of advertiſing in the public papers for the hire of ſuch ſhips as ſhall be ſuitable for the Company's employ.

It was moved, and on the queſtion,

Reſolved, That the above report be recommitted to the ſaid open Joint Committee, and to report.

The Court then adjourned to go into an open Committee of Correſpondence and Shipping.

And the Court being reſumed,

A report from the ſaid open Committee was read, wherein, after ſtating the conference with the Owners as before, they report that, upon the whole, they ſee no proſpect, at preſent, of agreeing with the Owners for their ſhips, upon the conditions which the Committee have already reported to the Court on the 13th inſt.

It was then moved, and on the queſtion,

Reſolved, That this Court do approve of the ſaid report.

A motion was then made,

"That £33. per ton freight be given by the Company to the "Owners for ſhips for all parts of the Eaſt-Indies and China; "that the Owners be acquainted therewith, and in caſe of their "refuſal, that advertiſements be immediately iſſued for freſh "tenders of ſhips for the Company's ſervice."

An amendment was propoſed and agreed to, by inſerting the words [which have been built by the permiſſion of the Company] between the word [ſhips] and the word [for]

And the queſtion being put on the ſaid motion, ſo amended, being as follows, viz.

"That £33. per ton freight be given by the Company to the "Owners, for ſhips, which have been built by the permiſſion of the "Company, for all parts of the Eaſt-Indies and China; that the "Owners be acquainted therewith, and in caſe of their refuſal, "that advertiſements be immediately iſſued for freſh tenders of "ſhips for the Company's ſervice,"

The ſame paſſed in the negative.

It was then moved, and

Reſolved,

Reſolved, That the Owners be called in and acquainted, that the Court of Directors cannot accede to their propoſal of £35. per ton, but before they iſſue an advertiſement, which they mean to do immediately, for freſh tenders, they wiſh to know if the Owners are determined to abide by their former declaration, or will make any, and what abatement.

Thoſe gentlemen were accordingly called in, and the Chairman having communicated the above reſolution to them, and queſtioned them in the Court's name thereon,

They declared that they could not make any abatement whatever in the terms already offered by them.

It was then on a motion,

Reſolved, That advertiſements be inſerted in the public papers for the hire of ſuch ſhips as ſhall be proper for the Company's employ,

And draught of an advertiſement for that purpoſe was accordingly read and approved, viz.

East-India Houſe, the 20th Auguſt, 1783.

"The Court of Directors of the United Company of Merchants of England, trading to the Eaſt-Indies, do hereby give notice: That they will be ready on or before Friday the 29th inſtant, to receive freſh ſealed propoſals from all perſons whomſoever, inclined to offer the ſame, of ſuitable ſhips for the Company's employ for China and the ſeveral parts of India, each tender to be ſigned by two of the Owners and Commander, expreſſing therein the names of all the Owners; alſo the builders contract tonnage.

"The form of the tender, and other information, may be had at Mr. Coggan's office, at this Houſe." Vide App. No. 343.

On a motion,

Ordered, That the Accountant do prepare an eſtimate, ſhewing what intereſt per cent. per annum £32. per ton freight, for a ſhip of 758 tons will produce to the Owners, and that the ſame be laid before this Court.

On reading a letter from Sir Richard Hotham, alſo a letter from ſundry other Owners of Shipping, in reply to the Secretary's letter to them, of the 13th inſtant, and ſtating their objections to the terms offered by the Court on that day; Vide App. No. 335, 336.

And the reſolution of Court of that day, having been read, as alſo,

The Secretary's letter to the Owners in conſequence thereof, Vide App. No. 329.

Ordered, That it be referred to an open Committee of Correſpondence and Shipping, to confer with the Owners, and to report.

A tender of the ſhip Paerl, Captain John Thompſon, at £32. per ton, with demorage, &c. as uſual, being preſented to the Court, Vide App. No. 344.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

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AT A COURT OF DIRECTORS,

Held on Friday the 29th Auguſt, 1783.

Vide App. No. 345, 346. Letters from Sir Richard Hotham, and John Hyndman, Eſq. on behalf of the Owners of the ſhips Royal Admiral and Neptune, offering to let thoſe ſhips on the ſame terms and conditions as ſhall be agreed upon with the Owners of the other ſhips regularly built for the Company's ſervice, being read,

Ordered, That the ſaid letters be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

The Chairman acquainted the Court that it was appointed, at this Court, to open the tenders which had been brought in purſuant to their order of the 20th inſtant, but that ſome of the Managing Owners had deſired that previous to opening the ſaid tenders a conference might be held, which was accordingly done yeſterday, by ſuch of the Directors as were then at the Houſe, and ſeveral of the Owners, of which conference the Clerk to the Committee of Shipping had taken minutes, which the Chairman offered to the Court,

Vide App. No. 347. And the ſaid minutes were read.

The Chairman then further acquainted the Court, that on his coming to the Houſe this morning, one of the Managing Owners deſired to ſpeak with him, when he informed the Chairman, that the Owners had made freſh propoſals to the Court, and that if the ſaid propoſals ſhould not be agreed upon, they then deſired that they might be heard before any final deciſion was made thereon.

It was then moved,

" That the Owners be called in and acquainted, that as they " had expreſſed a deſire to attend the Court, to be heard by way of " explanation, before the Court determine on the tenders; the " Court have now called them in to give them an opportunity of " explanation before they open any of the tenders."

And the ſaid motion having been carried in the affirmative,

The Owners were accordingly called in.

The Chairman then acquainted them, that he had communicated their meſſage to the Court, which had been taken into conſideration, and was deſired to acquaint them that the Court had found difficulties in complying with their requeſt, and had called them in to hear what they had to offer previous to opening the tenders, as when they are opened they will be conſidered by the Court as final.

The Owners then deſired to withdraw,

And having returned, they offered to make an abatement therein.

The Chairman acquainted them, the Court would take the ſame into conſideration.

The Owners then withdrew.

It was then moved, and on the queſtion,

Reſolved, That the Owners having expreſſed a wiſh to withdraw their propoſals in order to amend them, they be accordingly permitted to withdraw the ſame.

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The Owners being then called in and acquainted with the above reſolution, withdrew their propoſals.

And the Owners having retired and deſired to be heard again, were called into Court and delivered their amended propoſals.

It was then moved, and on the queſtion,

Reſolved, That all the Owners of the ſhips tendered this day, who may be now attending, be permitted to withdraw their tenders, if they ſhall deſire it, in order to amend them, as the ſame when amended will be final.

The Owners being acquainted therewith, ſignified that they had no amendment to offer, except Sir John Henniker on behalf of the Owners of the Chapman, and Mr. John Fiott on behalf of the Owners of the Tartar.

And thoſe gentlemen being called in,

The Chairman acquainted them, that as the Court had given permiſſion to the other Owners to amend their tenders, they thought it right to give the like permiſſion to the reſt of the Owners.

Whereupon thoſe gentlemen withdrew,

And being again called in, they delivered in an amendment to their tenders, and then retired. Vide App: No. 348.

John Julius Angerſtein, Eſq. ſent in an amended tender for the ſhip George. Vide App. No. 349.

Read a letter from Robert Preſton, Eſq. and ſeveral other Owners of the ſhips tendered to this Court on the 30th ultimo, propoſing to let them at £33. per ton. Vide App. No. 350.

The Court then proceeded to open the following tenders, viz.

Ships.	Commanders.	Tons.	Rate.		Vide App.
Superbe,		560 at	£32	per ton	No. 351.
General Eliott,		900	32		No. 352.
David,	John Boyd	410	28		No. 353.
Royal George,	Timothy Goldſmith	402	28		No. 354.
Chapman,	Clement Fall	538	31		No. 355.
Ditto,			30		No. 348.
Tartar,	Edward Fiott	494	31		No. 356.
Ditto,			30		No. 348.
George	Andrew Stephens	550	30		No. 357.
Ditto,	Ditto	550	29		No. 358.
Admiral Barrington,	Alexander Sandland	500	30		No. 359.
Menagerie,	Thomas Eden	800	30		No. 360, 361.
Lord Mulgrave,	James Urmſton	692	33		No. 362.
Lord Rodney,	Philip Stimpſon	440	32		No. 363.
Ponſborne,	William Hammett	758	33		No. 364.
Hydra,	William Hamilton	474	30		No. 365.
Jupiter,	Thomas Ley	872	31		No. 366.
New Ship,	William Parker	550	33		No. 367.
Ditto,	James Young	420	30		No. 368.
Paerl,	John Thompſon	900	31		No. 369.
Fame,		426	33		No. 370.
Betſey,	Thomas Webſter	354	31		No. 371.
Adventure,	John Faſt	420	31	10s.	No. 372.
Lady Townſhend,	John Congalton	776	36	10s.	No. 373.
Ditto,	Ditto	776	32		No. 374.
Hero,		400	30		No. 375.
Tartar,		400	30		No. 376.
Emperor,	James Rennie	460	30		No. 377.

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Ordered, That the ſaid tenders be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Friday the 29th Auguſt, 1783.

Vide App. No. 348, a 377.

The Committee took into conſideration the tenders of the ſeveral ſhips, referred by order of Court this day, and having debated ſome time thereon, adjourned till Tueſday next.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Tueſday the 2d September, 1783.

Vide App. No. 348, a 377.

The Committee reſumed the conſideration of the ſeveral tenders referred by the Court, on the 29th ult.

Vide App. No. 378.

Eſtimate of the amount of 10,000. tons of the old ſhips, and the like tonnage of the largeſt of the new tendered ſhips, ſhewing the difference in price, was laid before the Committee.

Mr. Snodgraſs was called in and examined, reſpecting the ſhips tendered by the new Owners, who gave it as his opinion, that French ſhips, in particular, are ſlightly built, and not well built for taking the ground; and that foreign ſhips, in general, were not equal to the river-built ſhips; the Weſt-India ſhips are the beſt built, next to the Eaſt-India ſhips; that previous to his taking a ſurvey of a ſhip, ſhe muſt be docked and part of her ſheathing ſtripped. And being aſked, if he knew in what condition the Paerl, Dutch Eaſt-Indiaman was in, he replied, that he had heard ſhe was five years old, had been a year in dock, and ſhe may require conſiderable repairs; that the Lady Townſhend was a very ſlight built ſhip, as he apprehends ſhe is the ſame ſhip the builder had recommended it to the Owner not to repair for an Eaſt-India voyage, upon a former ſurvey, when ſhe was called the Denbigh.

Captain Oliver was likewiſe called in, who informed the Committee he had ſeen the Jupiter, and thinks her a very weak ſhip; and the Lady Townſhend a ſlight ſhip, wanting great repairs.

The Committee likewiſe find that the General Eliott was a Dutch Indiaman, taken on her ſecond voyage, by Commodore Johnſtone.

That the Menagerie is a French built ſhip now lying at Portſmouth; and the Jupiter, a French built ſhip, lying in Mr. Barnard's dock, and that the before-mentioned five ſhips are neareſt in point of tonnage to the Company's freighted ſhips, and

A motion being then made, and the queſtion being put ſeparately on the following twenty-three ſhips, whether they ſhould be taken into the Company's ſervice, deſcribing the tonnage, terms of

of freight, and other particulars, thoſe ſeveral queſtions paſſed in the negative, viz.

The David	The Jupiter
Royal George	Paerl
George	Betſey
Chapman	Adventure
Tartar, tendered by Mr. Fiott.	Superbe
Admiral Barrington	General Eliott
Emperor	Lord Rodney
Manageric	Lady Townſhend
Hydra	Lord Mulgrave
New ſhip (Mr. Boddington's)	New ſhip (Mr. Skottowe's)
Hero	Fame
Tartar (Mr. Gale's)	

The following report being then prepared, the ſame was read and approved, viz.

The Committee having, in conſequence of the reference of Court of the 29th laſt month, examined the ſeveral tenders of ſhips, which were then preſented to the Court, do find,

That the old Owners have tendered all their ſhips at £33. per Ton.

That the other ſhips (two only excepted) are tendered at lower freights.

That upon a ſuppoſition that about 10,000 tons of ſhipping may be wanted, that tonnage, at the price of the old Owners, will amount to - - - - - £330,000

The ſame quantity of the new tendered ſhips, taking thoſe of the largeſt ſize, will come to - - 311,586

Which makes a difference of - - £ 18,414

And, on a medium, is £1. 16s. 10d. per ton.

But as the Court have already offered the Owners a freight of £32. per ton, which for the above tonnage, would have amounted to the ſum of £320,000. the ſaving by the new tendered ſhips may, in this light, be conſidered only at about £8000.

The Committee therefore conſidering that the regular ſhips are built under the directions of the Company and the particular inſpection of their officers, and their ſtrength and abilities well known, while the new tendered ſhips are of various dimenſions, built in different countries, in a manner unknown to the Company, and in the opinion of the Company's officers the foreign built ſhips bear no compariſon in point of ſafety to the cargo to the former; and that ſo far as regards the ſize of ſhips, thoſe from 700 to 750 tons are beſt calculated for the ſervice, becauſe thoſe ſhips are capable of bringing home a conſiderable quantity of ſurplus tonnage, which will reduce the nominal freight, beſides their being more eſſentially ſerviceable as ſhips of defence in the event of war.

The Committee for theſe reaſons, and from the important conſideration of the great value of the Company's cargoes, are induced to offer, as their opinion, that a preference be given to thoſe ſhips which have been built purpoſely for the Company's ſervice,

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and that they be taken up this ſeaſon at £33. per ton freight from China, and the ſeveral parts of India.

£ 2. 10s. per ton impreſs.
0 0 10d. per ton, per day, demorage.
£13. 0 0 per head for paſſage of military; and, in all other reſpects, on the ſame conditions as the ſhips of laſt year, being (except in the inſtance of an increaſe of 20s. per ton on the freight) preciſely the ſame terms as this Committee ſubmitted to the Court in their report of the 13th laſt month.

AT A COURT OF DIRECTORS,

Held on Tueſday the 2d September, 1783.

The Joint Committee of Correſpondence and Shipping reporting, under this day's date, that having examined the ſeveral tenders of ſhips, preſented to the Court on the 29th of laſt month, they find,

That the old Owners have tendered all their ſhips at £33. per ton.

That the other ſhips (two only excepted) are tendered at lower freights.

That upon a ſuppoſition that about 10,000 tons of ſhipping may be wanted, that tonnage at the price of the old Owners will amount to - - - - £330,000
The ſame quantity of the new tendered ſhips, taking thoſe of the largeſt ſize, will come to - - 311,586

Which makes a difference of - £18,414

And, on a medium, is £1. 16s. 10d. per ton.

But that as the Court have already offered the Owners a freight of £32. per ton, which for the above tonnage would have amounted to the ſum of £320,000. the ſavings by the new tendered ſhips may, in this light, be conſidered only at about £8,000.

Conſidering therefore, that the regular ſhips are built under the directions of the Company, and the particular inſpection of their officers; and their ſtrength and ability well known; while the new tendered ſhips are of various dimenſions, built in different countries, in a manner unknown to the Company; that, in the opinion of the Company's officers, the foreign built ſhips bear no compariſon, in point of ſafety to the cargo, to the former; and that ſo far as regards the ſize of ſhips, thoſe from 700 to 750 tons are beſt calculated for the ſervice, becauſe thoſe ſhips are capable of bringing home a conſiderable quantity of ſurplus tonnage, which will reduce the nominal freight, beſides their being more eſſentially ſerviceable as ſhips of defence in the event of war.

The Committee for theſe reaſons, and from the important conſideration of the great value of the Company's cargoes, offering as their opinion, that a preference be given to thoſe ſhips which have been built purpoſely for the Company's ſervice, and that they be taken up this ſeaſon

At

At £33 0 0 per ton freight from China, and the ſeveral parts of of India.
2 10 0 per ton impreſs.
0 0 10*d.* per ton, per day, demorage.
£3 0 0 per head for paſſage of military; and, in all other reſpects, on the ſame conditions as the ſhips of laſt year, being (except in the inſtance of an increaſe of 20*s.* per ton on the freights) preciſely the ſame terms as the Committee ſubmitted to the Court in their report of the 13th of laſt month.

Reſolved, That this Court do agree in opinion with the ſaid Joint Committee, and that the Secretary do acquaint the Owners therewith, agreeable to the draught of a letter read and approved. Vide App. No. 379.

Ordered, That it be referred to the Committee of Correſpondence, to conſider of the proper number of ſhips to be entertained in the Company's ſervice this ſeaſon, and to report.

A tender of the ſhip Aſia, to be commanded by Captain Robert Maw, on the ſame terms as the other ſhips are tendered this ſeaſon, being preſented to the Court, Vide App. No. 380.

Ordered, That it be referred to the Committee of Correſpondence, to examine and report.

On reading a letter from Mr. James Mair, on behalf of Mrs. Elizabeth Tyler, Owner of the ſhip Lady Townſhend, deſiring to know, as the Owners of that ſhip have accepted the terms offered by the Court on the 20th ult. whether they may dock and fit her out. Vide App. No. 381.

Ordered, That the Secretary do acquaint the Owners of the above-mentioned ſhip, that the Company have no occaſion for her, and draught of a letter to Mrs. Tyler was read and approved. Vide App. No. 382.

A note from Sir John Henniker, Bart. and Mr. Fiott being read, deſiring to know whether the Chapman and Tartar are included among the number of ſhips intended to be now taken up for the Company's ſervice,

Ordered, That the Secretary do acquaint thoſe gentlemen, that the ſaid two ſhips are not conſidered by the Court as included in that number.

AT A COMMITTEE OF CORRESPONDENCE,

The 3d September, 1783.

The Committee took into conſideration the reference of Court of yeſterday, for conſidering of the proper number of ſhips to be entertained in the Company's ſervice this ſeaſon.

And the Committee offer to the Court, as their opinion, that 13 ſhips be entertained this ſeaſon, and that the following be accordingly taken up, viz.

		Tons.	
New ſhip in the room of the	Lord Camden	755	Capt. Nath. Dance
Ditto	Grenville - -	755	Burnet Abercrombie
Ditto	Northington -	755	William Hardcaſtle

New

	Tons.	
New ſhip in the room of the Hillſborough -	755	Capt. George Blachford
Ditto Egmont - -	755	Thomas Larkins
Berrington - -	755	John Johnſton
Earl of Mansfield -	758	William Fraſer
Royal Charlotte - -	758	Joſiah Pryce
Contractor - -	758	James Baldwin
Ponſborne - -	758	William Hammett
Valentine - -	755	John Lewis
Royal Admiral - -	903	Joſeph Huddart
Neptune - -	758	Robert Scott

AT A COURT OF DIRECTORS,

Held on Thurſday the 4th September, 1783.

Vide App. No. 383. Letter from the Owners of the ſhip Lady Townſhend, ſtating that they conſider that ſhip as engaged for the Company's ſervice, notwithſtanding the Secretary's letter of the 2d inſtant, and

Vide App. No. 384. Letter from the Owners of the ſhip Jupiter, complaining of the tender of that ſhip having been rejected, were read.

On a motion,

Ordered, That the Committee of Shipping do prepare an eſtimate of the expence of building, outfit and other charges of an Eaſt-India ſhip fit for ſea, and that the ſame be laid before this Court the firſt week in May in every year.

A report from the Committee of Correſpondence, dated the 3d inſtant, being read,

Reſolved by the ballot unanimouſly, That thirteen ſhips be entertained for the Company's ſervice this ſeaſon, and that the following be accordingly taken up, viz.

	Tons.	
New ſhip in the room of the Lord Camden	755	Capt. Nathaniel Dance
Ditto Grenville - -	755	Burnet Abercombie
Ditto Northington -	755	William Hardcaſtle
Ditto Hillſborough -	755	George Blachford
Ditto Egmont -	755	Thomas Larkins
Berrington - -	755	John Johnſton
Earl of Mansfield - -	758	William Fraſer
Royal Charlotte - -	758	Joſiah Pryce
Contractor - -	758	James Baldwin
Ponſborne - -	758	William Hammett
Valentine - -	755	John Lewis
Royal Admiral -	903	Joſeph Huddart
Neptune - -	758	Robert Scott.

Vide App. No. 385. A report of the length, breadth and tonnage of ſeveral new ſhips therein-mentioned, built on old bottoms, ſigned by Capt. John Oliver, being preſented to the Court,

Ordered, That it be referred to the conſideration of the Committee of Shipping.

AT

AT A COURT OF DIRECTORS,

Held on Tueſday the 9th September, 1783.

Letter from Mrs. Elizabeth Tyler, dated this day, begging that ſhe may have timely notice to dock her ſhip the Lady Townſhend, and requeſting the Court's orders for that purpoſe, being read, Vide App. No. 386.

Ordered, That the Company's Solicitor do prepare an anſwer to the ſaid letter, to be ſigned by the Secretary. Vide App. No. 387.

On reading a letter from Meſſrs. Thomas Eden and C. Court, dated the 8th inſtant, tendering the ſhip La Ménagére, if the Company ſhould want another ſhip, or as a ſtore ſhip. Vide App. No. 388.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 10th Sepember, 1783.

Letter from Beetſon Long, Samuel Long, and George Drake, Eſquires, dated this day, complaining that they have received no anſwer to their tender of the ſhip Fame, was read. Vide App. No. 389.

Draught of the Secretary's letter in reply thereto, was read and approved. Vide App. No. 390.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 17th September, 1783.

On reading the petition of Captain James Baldwin, requeſting the Court's acceptance of a tender from him, now alſo read, of a ſhip burthen about 900 tons, at £31. per ton, to be commanded by himſelf. Vide App. No. 391, 392.

Ordered, That the ſaid petition and tender be referred to the Committee of Shipping, to examine and report.

On reading a letter from Mrs. Elizabeth Tyler, dated the 11th inſtant, repeating her requeſt that the Court will give directions for docking the Lady Townſhend. Vide App. No. 393.

Ordered, That the Company's Solicitor do prepare an anſwer to the above letter. Vide App. No. 394.

On reading a letter from the Owners of the Tartar, Captain E. Fiott, renewing their tender of that ſhip, upon ſuch terms as the Court may think reaſonable; alſo, Vide App. No. 395.

Letter from Mr. Robert Preſton, tendering the ſhip Lord North for a voyage outward to India, on ſuch terms as may be agreed upon between the Court and himſelf. Vide App. No. 396.

Ordered, That the ſaid letters be referred to the conſideration of the Committee of Shipping.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 23d September, 1783.

Mr. Snodgraſs's report of the progreſs of ſhips building for the Company's ſervice, dated 22d inſtant, was laid before the Committee. Vide App. No. 397.

AT A COURT OF DIRECTORS,

Held on Tueſday the 23d September, 1783.

The Deputy Chairman acquainted the Court, that Robert Preſton, Eſq. in the name of the reſt of the Owners of ſhipping, had notified to him, that they decline entering into an obligation to ſhip £500. in ſilver on board each of the ſhips, but are willing to oblige themſelves to pay any bills the commanders may draw during the voyage.

Ordered, That it be referred to the Committee of Shipping to confer with the Owners on the above matter, and to report.

Vide App. No. 398. A tender of the ſhip Chapman, Captain William Parker, for ſuch ſurplus tonnage as the Company may have occaſion for, being preſented to the Court,

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 1ſt October, 1783.

Vide App. No. 391, 392. The Committee took into conſideration the reference of Court of the 17th ult. on the petition of Captain James Baldwin, late commander of the Contractor, ſetting forth, that notwithſtanding the tender was made in his name, Mr. Durand has informed him he is not to command that ſhip, and being thereby left in a very ſingular predicament, requeſts the Court will accept of his tender of a ſhip which accompanies his petition, and is in every reſpect fit for their ſervice. And the Committee having received a letter from John Durand, Eſq. dated 30th ult. that Captain Baldwin was appointed, by the majority of Owners, to the command of the Contractor, on the expreſs condition and agreement, that he was to continue therein for one voyage only, and as the ſame is compleated, he can have no further claim on the Owners; which fact Captain Baldwin having admitted, on his examination before the Committee, it does not appear for this reaſon that there are ſufficient grounds for the Court to interfere with the Owners nomination of Captain Mackintoſh for the command of that ſhip.

Vide App. No. 399.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 9th October, 1783.

The Committee having taken into conſideration the reference of Court of 23d ult. to confer with the Owners on the propoſed clauſe in Charter-Party, obligatory on their parts to ſhip £500. in ſilver, as ſtock for the ſhip's uſe.

Reſolved, That from ſome of the Owners having already acceded thereto, it appears unneceſſary to enter into a general conference with thoſe gentlemen, but that the Committee are ready to conſider ſuch objections which may be made individually, by any of the Huſbands, to the propoſed clauſe.

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AT A COURT OF DIRECTORS,

Held on Thurſday the 9th October, 1783.

Letter from Meſſrs. Thomas Eden and C. Court, dated the 6th inſt. adviſing their having diſpoſed of the ſhip Ménagére, by private contract, was read. Vide App. No. 400.

AT A COMMITTEE OF SHIPPING,

On Friday the 31ſt October, 1783.

Mr. Snodgraſs's report of the progreſs of ſhips building for the Company's ſervice, dated the 29th inſtant, was laid before the Committee. Vide App. No. 401.

AT A COURT OF DIRECTORS,

Held on Thurſday the 20th November, 1783.

Letter from the Owners of the Locko, tendering her for an outward-bound voyage, in caſe any ſhips ſhould be taken up in that manner this ſeaſon, being read, Vide App. No. 401.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Friday the 5th December, 1783.

On reading the requeſts of Mrs Jane Wilſon and Mr. William Moffat, for leave to build new ſhips in the room of the Rochford, which ſhip has compleated her fourth voyage; and the Duke of Athol, which was blown up in Madras Roads, the former to be commanded by Captain James Tod, and the latter by Captain James Rattray, Vide App. No. 402, 403.

Ordered, That they be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Friday the 12th December, 1783.

On reading the requeſt of Meſſrs. James and David Webſter, for leave to build a new ſhip in the room of the Fairford, to be commanded by Captain John Haldane, Vide App. No. 404.

Ordered, That the ſaid requeſts be referred to the Committee of Shipping, to examine and report.

AT

AT A COMMITTEE OF SHIPPING,

On Thurſday the 13th January, 1784.

Vide App. No. 405. Mr. Snodgraſs's report of ſhips building, under date the 8th inſt. was now laid before the Committee.

AT A COURT OF DIRECTORS,

Held on Thurſday the 3d March, 1784.

Vide App. No. 405. On reading the requeſt of John Raymond, Eſq. for leave to build a new ſhip in the room of the Duke of Kingſton,

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 5th May, 1784.

Vide App. No. 406, 407. No. 408. A letter from Captain Oliver, dated 3d inſtant, accompanying a rough eſtimate of the expence of building, outfit, and other charges of an Eaſt-India ſhip fit for ſea, amounting to £19,835 and an account of the difference in the expence of fitting out a ſhip between the years 1783 and 1784, being laid before the Committee.

The Committee, agreeably to the order of Court of 4th September laſt, reported the ſame to the Court, but obſerved, that probably there will be a material difference in ſeveral articles between the preſent period and the uſual time of conferring with the Owners for the freight of their ſhips.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 5th May, 1784.

Vide App. No. 407. The Committee of Shipping, by a report dated this day, ſubmitting to the Court an eſtimate of the expence of building, outfit, and other charges of an Eaſt-India ſhip fit for ſea, amounting at the preſent prices to £19,835. and obſerving at the ſame time, that there will be a material difference in ſeveral articles of the outfit of a ſhip between the preſent period and the uſual time of conferring with the Owners for the freight of their ſhips.

The ſaid report and eſtimate were read and approved.

Vide App. No. 409. On reading a letter from Captain John Oliver and Mr. Gabriel Snodgraſs, dated this day, acquainting the Court of the exceedings in meaſurement of the new ſhip building on the bottom of the Stafford.

Ordered, That the above letter be referred to the Committee of Shipping, to examine and report.

AT

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AT A COMMITTEE OF SHIPPING,

On Friday the 7th May, 1784.

Purſuant to reference of Court of the 5th inſtant, the Committee conſidered the letter from Captain Oliver and Mr. Snodgraſs, ſtating the exceedings in the dimenſions for tonnage of a ſhip building on the bottom of the Stafford; and having examined Captain Oliver and Mr. Snodgraſs thereon, the Committee reported to the Court, that they find the rake of the ſtem of the ſhips built by Meſſrs. John and William Wells, have, for ſome years paſt, exceeded thoſe built at any other yard; that by this means the nominal length of the keel is increaſed without materially adding to the real tonnage, and for which they underſtand the builders do not make any additional charge; that this is the caſe of the ſhip building in the room of the Stafford, but the Committee preſume on this principle the Court will not object to the length of the keel for tonnage. Vide App. No. 409.

That in regard to the exceſs in the breadth of this ſhip, the Committee beg leave to obſerve (through the ſame information) that the frame of a ſhip, by the ſettling of the ſhores, and other unavoidable cauſes, will in the common courſe of building increaſe the breadth a few inches, but that an allowance of ſix inches is fully ſufficient for every thing of this ſort, and that the Committee are clearly of opinion, that if the ſhip when built ſhould exceed 35 feet 6 inches, it muſt be conſidered on the part of the Owners, as improperly and unneceſſarily departing from the Court's orders in reſpect to the preſent eſtabliſhed dimenſions, and that ſhe ought not to be taken into the ſervice.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 12th May, 1784.

The Committee of Shipping reporting, under date of the 7th inſtant, that having conſidered the letter from Captain Oliver and Mr. Snodgraſs, ſtating the exceedings in the dimenſions for tonnage of a ſhip building on the bottom of the Stafford; and having examined Captain Oliver and Mr. Snodgraſs thereon, the Committee find that the rake of the ſtem of the ſhips built by Meſſrs. John and William Wells, have for ſome years paſt exceeded thoſe built at any other yard; that by this means the nominal length of the keel is increaſed, without materially adding to the real tonnage, and for which they underſtand the builders do not make any additional charge; that this is the caſe of the ſhip building in the room of the Stafford, but the Committee preſume on this principle the Court will not object to the length of the keel for tonnage.

That in regard to the exceſs in the breadth of this ſhip, the Committee obſerve (through the ſame information) that the frame of a ſhip by the ſettling of the ſhores, and other unavoidable cauſes, will in the common courſe of building, increaſe the breadth a few inches, but that an allowance of ſix inches is fully ſufficient for every thing of this ſort, and that the Committee are clearly of

opinion, that if the ſhip, when built, ſhould exceed 35 feet 6 inches, it muſt be conſidered on the part of the Owners, as improperly and unneceſſarily departing from the Court's orders, in reſpect to the preſent eſtabliſhed dimenſions, and that ſhe ought not to be taken into the ſervice.

And a debate enſuing thereon,

Mr. Gabriel Snodgraſs was called into Court and examined relating to the ſubject matter of the above report.

And Mr. Snodgraſs being withdrawn,

It was, after ſome further debate moved, and on the queſtion,

Reſolved, That this Court do agree in opinion with the Committee of Shipping, as ſtated in the above report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 19th May, 1784.

Vide App. No. 385. Letter from Captain John Oliver, which was referred the 4th September laſt, reporting the length, breadth and tonnage of ſeveral new ſhips, was read.

Vide App. No. 388, 395, 396, 398, 401. The references of Court of the 9th, 17th, 23d September, and 20th November laſt, on the tenders of the La Ménagère, Tartar, Lord North, Chapman, and Locko, for an outward-bound freight, being laid before the Committee, the Committee are of opinion, it is unneceſſary for thoſe tenders to be now taken into conſideration.

AT A JOINT COMMITTEE OF PRIVATE TRADE AND SHIPPING,

On Tueſday the 25th May, 1784.

The Joint Committee met to take into conſideration what alterations or additions it might be neceſſary to make in the Charter-Parties previous to taking up ſhips for this ſeaſon; and it being obſerved that the times only are limited, after which, if ſhips are diſpatched from Coaſt and Bay, Bombay or China, the Company are bound to allow the Owners demorage for all the time above ſix months, which the ſhip ſhall be in her paſſage to the Downs, ſo that the ſame do not exceed 120 days, and the Owners are not reſponſible for any damage that may happen to the cargo occaſioned by ſuch late diſpatch; and the Committee thinking it requiſite that dates ſhould likewiſe be inſerted, before which, if ſhe ſhould be diſpatched, the ſaid demorage ſhould be allowed, and the Owners exempted from payment of the damage;

Reſolved, On the queſtion being put to report it to the Court, as the opinion of the Committee, that the following dates be inſerted in the Charter-Parties of the preſent ſeaſon, between which ſhips are to be diſpatched from the under-mentioned places, or elſe the Owners to be paid demorage above ſix months homeward, and alſo to be exempted from payment of damage, viz.

Bengal, 21ſt November and 10th March.

Madras, 15th September and 10th March.

Bombay,

Bombay, 31ſt October and 15th May.
China, 15th November and 11th February.

The Committee alſo eſteeming it reaſonable that the Commanders ſhould be bound to receive their Charter-Party tonnages in India, or the Owners be liable to ſome penalty on the deficiency; the Company, on their part, being bound to pay freight on the Charter-Party tonnage on ſufficient proof of the capacity of the ſhips to receive the ſame.

Reſolved, on the queſtion being put, to report it to the Court, as the opinion of the Committee, that a clauſe to the following effect be propoſed to the Owners to be inſerted in the Charter-Parties for the above purpoſe, viz.

" That if any ſhip ſhall not bring home her Charter-Party " tonnage, the Owners ſhall forfeit to the Company the ſame ſum " which they would have been entitled to have received for ſuch " deficient tonnage if it had been brought home, which ſum ſo " forfeited, ſhall be deducted from the freight otherwiſe payable " the Owners, unleſs the Commander ſhall, on application for " more goods, have been refuſed them, or unleſs the Owners " ſhall make out ſome good reaſon for ſuch deficiency to the ſatis- " faction of the Court of Directors."

And the ſame was reported to the Court accordingly.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 26th May, 1784.

The Joint Committee of Private Trade and Shipping, in a report dated the 25th inſtant, now read, ſubmitting to the Court ſundry alterations and additions to be made in the Charter-Parties, previous to taking up the ſhips for this ſeaſon.

Reſolved, That this Court do agree in opinion with the ſaid Joint Committee, and that the Solicitor do prepare a clauſe for the Charter-Parties accordingly.

On a motion,

Ordered, That tenders for ſhips to be entertained in the Company's ſervice the enſuing ſeaſon, be received on Wedneſday the 9th June next, and that notice thereof be given agreeably to the draught of a publication now read and approved, viz.

" Eaſt-India Houſe, 26th May, 1784.

" The Court of Directors of the United Company of Mer- " chants of England, trading to the Eaſt-Indies, do hereby give " notice: That they are ready to receive propoſals at any time " on or before the 9th June next, from any perſons, on what " terms and conditions they are willing to let their ſhips to " China and all parts of India, for the enſuing ſeaſon, to be " chartered at builders contract tonnage, and the kintledge to " be conſidered as part thereof; each propoſal being made by two " of the Owners and Captain in writing, expreſſing therein the " names of all the Owners, alſo the builders contract tonnage of " the ſhip; and that the ſame be ſeverally ſealed up, and left " with the Secretary, in order to be laid before the Court.

" N. B. As

" N. B. As ſome alterations are propoſed to be made in the " Charter-Parties of the ſhips of the enſuing ſeaſon, the ſame " may be ſeen by applying to the Secretary."

AT A COURT OF DIRECTORS,

Held on Wedneſday the 2d June, 1784.

Vide App. No. 410. On reading the requeſt of Mr. Robert Williams for leave to build a ſhip on the bottom of the Lord Holland,

Ordered, That it be referred to a Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 9th June, 1784.

The tenders of the following ſhips being now opened, were read, viz.

Vide App. No. 411.	The Northumberland,	Capt. James Rees
	Dutton,	James Weſt
	Oſterley,	Samuel Rogers
	Eſſex,	John Strover
	Locko,	John Baird
	General Coote,	Thomas Compton
	Houghton,	James Monro
	Aſia,	Robert Maw
	Winterton,	Raymond Snow
	Rodney,	Henry Wakeman
	London,	John Eaſtabrooke
	Deptford,	James Elkinton
No. 412.	York,	J. A. Blanſhard
No. 413.	Tartar	Edward Fiott
Vide App. No. 411.	Montagu,	Thomas Brettell
	Raymond,	John Cotton
	Francis,	Henry Grueber
No. 414.	Chapman,	Leonard Fall
No. 411.	New ſhip in the room of the Prince of Wales,	Jonathan Court

Each ſhip being propoſed to be let at builders contract tonnage to all parts of India and China alike, at £32. per ton.

Demorage at ten pence per ton, per day, on 500 tons, and the immediate payment of all demorage that ſhall become due at the time the ſhip ſhall leave her laſt port in England.

To be impreſſed at fifty ſhillings per ton on the builders contract tonnage, and after the ſhip's arrival at her firſt conſigned port in India, the Company to advance the Owners (on the ſame conditions as the impreſs paid in England) £200. per month, until diſpatched for Europe, at the following rates of exchange,

The Current rupee at	2s. 1d.
The Bombay rupee at	2s. 3d.
The Star pagoda at	7s. 4d.
The Spaniſh dollar at	5s.

The

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The Company to pay all advance of wages above twenty-ſix ſhillings per month.

To pay the diet of ſoldiers from the time of their firſt going on board, until the ſhip's final departure from her laſt port in England, at one ſhilling per head, per day, and to be allowed the ſame during her ſtay in any port during her voyage out and home, and

Alſo to pay the paſſage of the ſoldiers at the rate of £13. per head.

In caſe the ſhip ſhould carry troops from one port to another in India, the Owners to be paid for thoſe troops at the uſual rate, at the place where they are landed: but in caſe the Company's agents ſhould not be able to pay the Captain there, that they do give him a bill on the Company in England, on reſpondentia terms.

The ſhip to carry kintledge in proportion as 80 tons are to 657 tons burthen, the ſaid kintledge to be reckoned as part of the ſhip's tonnage, and to be paid for by the Company at whole freight.

Demorage to be allowed the Owners for the whole time of the ſhip's detention at any port or place where the ſhip may be detained on the Company's account, or waiting for convoy.

The freight to be punctually paid agreeably to the expreſs terms of the Charter-Party.

Letter from Mr. Abel Chapman, dated this day, being alſo read, ſtating that ſince his tender of the ſhip Chapman, he thinks it neceſſary to acquaint the Court, that the ſaid ſhip is equipped and may be ready to ſail for China in ten days; and that he will let her go for £28. per ton. Vide App. No. 415.

Ordered, That the ſaid tenders and letter be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

The Company's Solicitor laying before the Court draught of a clauſe for the Charter-Party as prepared by him conformably to the order of Court of the 26th ultimo, Vide App. No. 416.

Ordered, That the ſaid clauſe be referred to the conſideration of the Joint Committee of Private Trade and Shipping.

On reading the requeſt of Alexander Hume, Eſq. for leave to build a ſhip in the room of the Princeſs Royal, Vide App. No. 417.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping to examine and report.

AT A COURT OF DIRECTORS,

Held on Friday the 11th June, 1784.

The tenders of the following ſhips being now opened, were read, viz. Vide App. No. 411.

The Laſcelles,	Capt.	Thomas Wakefield
Bellmont,		William Dick Gamage
Buſbridge,		Alexander Tod
General Eliott,		Robert Drummond
Pigot,		Robert Morgan
Southampton,		John Lennox

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Lord Macartney, - - William Hall
New ſhip in the room of the Triton, } William Elphinſtone.

Each ſhip being propoſed to be let upon the ſame terms and conditions as the ſhips tendered on the 9th inſtant.

Ordered, That the ſaid tenders be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

Vide App. No. 418. Letter from Robert Preſton, Eſq. dated this day, being read, tendering the ſhip Lord North for a voyage out, on ſuch terms as may be agreed on between the Court and himſelf.

Ordered that it be referred to the ſaid Joint Committee, to examine and report.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Tueſday the 15th June, 1784.

The following papers were read, viz.

Vide App. No. 411, a 414, 418. The ſeveral tenders of ſhips for the ſervice of the enſuing ſeaſon, referred by the Court on the 9th and 11th inſtant.

Vide App. No. 415. Letter from Mr. Abel Chapman, dated the 9th inſtant, ſtating, that ſince his tender of the ſhip Chapman, he thinks it neceſſary to acquaint the Court, that the ſaid ſhip is equipped, and may be ready to ſail for China in ten days, and that he will let her go for £28. per ton; that he begs an immediate anſwer, as ſhe will ſail in a few days upon another voyage, if it ſhould not be agreeable to the Company to accept her.

Vide App. No. 407. Eſtimate of building and the expence of fitting out a new ſhip of 755 tons burthen, ſigned by Captain John Oliver the 4th, and read in Court the 5th ultimo; alſo,

Vide App. No. 419. Letter from Captain John Oliver, under this day's date, that ſince he delivered in his eſtimate of the outfit of a ſhip on the 4th May laſt, there appears, from the beſt information he can get, the ſum of £566 17 6 to be deducted from building the hull.

Vide App. No. 408. Captain Oliver's account of the difference in the prices of building and fitting out a new ſhip of 755 $\frac{80}{94}$ tons, between laſt year and the preſent, dated the 3d May laſt and this day.

And the Committee having made ſome progreſs therein, adjourned the further conſideration till to-morrow.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Wedneſday the 16th June, 1784.

Vide App. No. 418. Letter from Robert Preſton, Eſq. referred the 11th inſt. ſignifying, that if the Company's affairs ſhould make it neceſſary to take up

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up any ſhips for an outward-bound freight, he is in poſſeſſion of the Lord North, which he offers on ſuch terms as may be agreed on between the Court and himſelf, was read.

The Committee reſumed the conſideration of the ſeveral tenders, and other papers, entered on the minutes of the 15th inſt. and after debating ſome time thereon, made the following report to the Court, viz.

Purſuant to references of Court of the 9th and 11th inſt. the Committee have taken into conſideration the tenders of the ſeveral ſhips, and do offer, as their opinion, that it will be more eligible to revert to the old ſyſtem, by the Owners expreſſing in their tenders the diſtinct freights,

To China direct
Coaſt and China
Coaſt and Bay
Bencoolen
Bombay

And that the Owners of the ſeveral ſhips be deſired to amend their tenders accordingly.

The Committee again conſidered the tender and letter from Abel Chapman, Eſq, and came to the following reſolution, viz. Vide App. No. 414, 415.

That Mr. Chapman be acquainted it is not in this Committee's power, at preſent, to determine whether they will accept or not the tender of the Chapman; but as ſhe has been one voyage in the Company's employ, in caſe any more ſhips ſhould be wanted, and the terms of Mr. Chapman's offer approved of, they are inclined to give her the preference.

And Mr. Chapman being called in, the Chairman acquainted him therewith.

Mr. Chapman at the ſame time ſignified to the Committee, that the terms of his tender, though expreſſed for China, were meant to extend to any part of India.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 16th June, 1784.

The tender of the ſhip Warren Haſtings, Captain Thomas Larkins, upon the ſame terms as other ſhips may be taken up this ſeaſon, being opened and read; alſo Vide App. No. 411.

Letter from Mr. Robert Williams, dated the 15th inſtant, requeſting, that the Locko may be employed one voyage more, at the general freight of the year, Vide App. No. 420.

Ordered, That the ſaid tender and letter be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

The Joint Committee of Correſpondence and Shipping, in a report, dated this day, now read, offering to the Court, as their opinion, that it will be more eligible to revert to the old ſyſtem, by the Owners expreſſing in their tenders the diſtinct freights.

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To China direct,
Coaſt and China,
Coaſt and Bay,
Bencoolen,
Bombay.

And that the Owners of the ſeveral ſhips be deſired to amend their tenders accordingly.

Reſolved, That this Court do agree in opinion with ſaid Joint Committee, and that the Secretary do write to the Owners accordingly.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 23d June, 1784.

Vide App. No. 421. Letters from ſeveral Owners of Shipping, dated this day, being read, ſignifying, that they are willing to amend their tenders, agreeably to the old ſyſtem, which they ſtate to be by expreſſing two diſtinct freights for the ſeveral ſhips for the enſuing ſeaſon, making a difference between the China and Bencoolen ſhips, and thoſe for all other parts of India.

Vide App. No. 422. And Draught of a letter to be ſigned by the Secretary, in reply thereto, being prepared,

The ſame was read and approved.

Vide App. No. 423. On reading a letter from Mrs. Elizabeth Tyler, dated this day, deſiring, the Court will employ her ſhip Lady Townſhend, upon ſuch terms as may be thought reaſonable.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Thurſday the 24th June, 1784.

Vide App. No. 424. On reading a letter from ſundry Owners of Shipping, ſignifying, that they are come to the reſolution of tendering their ſhips (provided the Company will engage to pay for the Charter-Party tonnage, whether laden on board or not) at the following freights, viz.

To China direct, - -	at £31.	per ton.
Coaſt and China, and Bencoolen, - -		
Coaſt and Bay, -	33.	
Bombay, - -	32.	

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Tueſday the 29th June, 1784.

Vide App. No. 425. On reading a letter from the Owners of the Tartar, dated the 26th inſtant, deſiring leave to amend their tender of that ſhip as follows, viz.

To

To China direct at £28. per ton.
Coaſt and China, 28.
Coaſt and Bay - 30.
Bencoolen - 29.
Bombay - - 29.

Impreſs, at 50s. per ton; demorage in proportion to other ſhips; diet of ſoldiers, paſſage-money, &c. the ſame as ſhall be given to other ſhips.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

The requeſt of George Stainforth, junior, Eſq. that the Owners of the Queen may be permitted to build a new ſhip in her room, to be commanded by Captain Peter Douglas, and that the order of her turn to be taken into the ſervice may be conſidered from the completion of the fourth voyage made by the old ſhip, being alſo read, Vide App. No. 426.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneday the 30th June, 1784.

On reading a letter from Sir Richard Hotham, dated the 29th inſtant, ſignifying, that if the ſhip York is to be taken up at her builders meaſurement, the Owners will agree to freight the ſhip at the following rates, viz. Vide App. No. 427.

To China direct, Coaſt and China, and Bencoolen - - at £31. per ton.
Bombay - - - 32.
Coaſt and Bay - - 30.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Thurſday the 1ſt July, 1784.

The following letters were read, viz.

From Mr. Robert Williams, dated the 15th ult. and referred by the Court the next day, requeſting that the Locko may be employed by the Company one voyage more, on account of the heavy expences incurred to the Owners in making that ſhip eligible for the ſervice. Vide App. No. 420.

From Mrs. Elizabeth Tyler, dated the 23d ult. and referred that day, offering the ſhip Lady Townſhend, on any terms that may be thought reaſonable. Vide App. No. 423.

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Vide App. No. 425. From the Owners of the Tartar the 26th, and referred 29th ult. amending their tender with reſpect to the terms of freight of that ſhip.

Vide App. No. 426. From George Stainforth, Eſq. the 9th, and referred the 29th ult. that the Owners of the ſhip Queen having been encouraged to expect ſhe would be taken up for a 6th voyage to India, if, in the opinion of the Company's officers, ſhe ſhould be found in good condition upon a ſurvey, and returning the Court thanks in behalf of the Owners for their intended indulgence, but that ſhe turned out ſo bad, it was agreed ſhe ſhould be ſold; alſo requeſting leave to build another ſhip in her room, to be commanded by Captain Peter Douglas, and that the order of turn for her being taken up may be conſidered from the completion of her fourth voyage.

Vide App. No. 427. From Sir Richard Hotham, dated the 29th ult. and referred the next day; that in conſequence of the letter he received from the Secretary the 23d, if the ſhip York is taken up at her builders meaſurement, the Owners will agree to freight her at the following rates, viz.

For China direct - Coaſt and China, and Bencoolen -	at £31. per ton.
Bombay - -	32.
Coaſt and Bay - -	30.

Vide App. No. 424. Letter ſigned by ſeveral of the Managing Owners, dated 24th ult. and referred the ſame day, being alſo read, intimating, that they are come to a reſolution of tendering their ſhips, provided the Company will engage to pay for the Charter-Party tonnage, whether laden on board or not, at the following freights, viz.

To China direct - Coaſt and China, and Bencoolen - -	at £31. per ton.
Coaſt and Bay -	33.
Bombay - -	32.

And the Committee having very maturely conſidered the above letter, after debating ſome time thereon, made the following report to the Court, viz.

The Committee in conſequence of the reference of Court of the 24th ult. have taken into conſideration the letter ſigned by ſeveral of the Managing Owners of Shipping, amending their former tenders; and having likewiſe conſidered what freights are proper to be given for the ſhips of the enſuing ſeaſon, are of opinion, viz.

That £28. per ton freight be given to China direct, Coaſt and China, and Bencoolen.

£29. per ton to Bombay, and

£30. per ton to Coaſt and Bay.

And that in all other reſpects (the propoſed alterations in the Charter-Party excepted) the ſhips be taken up on the ſame terms as laſt year.

The

The Committee further offer, as their opinion, that if the above ſhould meet with the approbation of the Court, the ſame be ſignified to the Owners of the regular ſhips, and that they be deſired to meet a Joint Committee of Correſpondence and Shipping, on this ſubject, next Tueſday, at twelve o'clock.

On a motion,

Ordered, That the clauſe in the Charter-Party reſpecting the Owners ſending out £500. ſtock, for the uſe of the ſhip, in ſpecie, be enforced, and that that amount for each ſhip be ſent into the Company's treaſury accordingly.

AT A COURT OF DIRECTORS,

Held on Thurſday the 1ſt July, 1784.

A report from the Joint Committee of Correſpondence and Shipping, dated this day being read,

Reſolved, That the following freights be given for the ſhips of the enſuing ſeaſon, viz.

£28. per ton freight to China direct, Coaſt and China, and Bencoolen.

£29. per ton to Bombay.
£30. per ton to Coaſt and Bay.

That in all other reſpects (the propoſed alterations in the Charter-Party excepted) the ſhips be taken up on the ſame terms as laſt ſeaſon.

That the ſame be ſignified to the Owners of the regular ſhips, and that they be deſired to meet a Joint Committee of Correſpondence and Shipping, on this ſubject, next Tueſday, at twelve o'clock.

The tenders of the following ſhips being opened and read, viz. Vide App. No. 411.

The Halſewell, Captain Richard Pierce, propoſed to be let at builders contract tonnage to all parts of India and China alike, at £32. per ton; alſo,

The Francis, Captain Henry Grueber; and Vide App. No. 428.

Queen, James Mitchell, at builders contract tonnage, to all parts of India and China, upon the followng terms, viz.

Bengal - -	£33 per ton.
Bombay - -	32
Bencoolen - -	31
Madras and China	31
China direct -	31

And in all other reſpects upon the ſame terms as the ſhips tendered on the 9th of laſt month.

Ordered, That they be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT

AT A COURT OF DIRECTORS,

Held on Tueſday the 6th July, 1784.

Vide App. No. 429. On reading a letter from the Managing Owners of Shipping, dated this day, offering their ſhips for the enſuing ſeaſon at the following freights, viz.

To China direct - - Coaſt and China, and Bencoolen -	at £29. 10s. per ton.
Bombay - -	30. 10s.
Coaſt and Bay - -	31. 10s.

Alſo,

Vide App. No. 429*. Tender of the ſhip Trial, Captain John Sherwood, upon the following terms, viz.

To China direct - -	at £28. per ton.
Coaſt and China -	28
Coaſt and Bay - -	30
Bencoolen - - -	29
Bombay - - -	29

Impreſs at 50s. per ton; the diet and paſſage of ſoldiers, upon the ſame terms as ſhall be agreed upon with the Owners of the other ſhips to be taken up this year; the demorage in proportion to the number of men, and in other reſpects upon the ſame conditions as ſhall be granted to other ſhips.

Ordered, That the ſaid letter and tender be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Tueſday the 6th July, 1784.

Vide App. No. 429. Letter ſigned by ſeveral of the Managing Owners, dated and referred by the Court this day, was read, ſignifying that they have taken into conſideration the freights offered by the Court, and are of opinion they are too low, but being deſirous of bringing the matter to a concluſion, they are willing to divide the difference between them and the Company, and to let their ſhips for the enſuing ſeaſon at the following freights, and truſt the Court will agree thereto, viz.

To China direct Coaſt and China, and Bencoolen - -	at £29 10s per ton.
Bombay - -	30 10
Coaſt and Bay -	31 10

Vide App. No. 430. An account of the freights given from the year 1776 to 1783, both incluſive, with the eſtimated amount of the outfit of a ſhip at each of thoſe periods, was laid before the Committee, and

The Committee upon taking the above into conſideration, and having alſo taken a retroſpective view of their proceedings on the 1ſt inſtant,

Reſolved,

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Reſolved unanimouſly, That this Committee are clearly of opinion, the Owners preſent terms ſhould not be complied with, and that it be recommended to the Court to abide by their reſolution of the 1ſt inſtant, reſpecting the freights to be given the ſhips of this ſeaſon.

And Mr. Pelly and Mr. Newte attending the Committee, as a deputation from the reſt of the Owners, were called in, and acquainted therewith.

And the ſame was reported to the Court accordingly as follows:

Mr. Pelly and ſeveral other Managing Owners of ſhips in the Company's ſervice, having by letter to the Secretary, dated and referred this day, intimated, in anſwer to the Court's propoſition of the 1ſt inſt. that the freights therein-mentioned are too low, and that the Owners now offer to let their ſhips at

£29. 10s. to	China direct Coaſt and China, and Bencoolen
30. 10s.	Bombay
31. 10s.	Coaſt and Bay

The Committee have conſidered the above letter, and having likewiſe taken a retroſpective view of their proceedings on the 1ſt inſt. aided by further ſtatements; the Committee are clearly of opinion the Owners preſent terms ſhould not be complied with, and do recommend to the Court to abide by their reſolution of the 1ſt inſt. reſpecting the freights to be given to the ſhips of this ſeaſon; and the ſame has been intimated accordingly to two gentlemen, who attended as a deputation from the other Owners.

AT A COURT OF DIRECTORS,

Held on Tueſday the 6th July, 1784.

The Joint Committee of Correſpondence and Shipping reporting to the Court under this day's date, as their opinion, that the terms offered by the Managing Owners of Shipping, in their letter read in Court this day, ſhould not be complied with, and recommending to the Court to abide by their reſolution of the 1ſt inſt. reſpecting the freights to be given to the ſhips of this ſeaſon; alſo ſtating, that the ſame has been intimated accordingly to the two gentlemen who attended as a deputation from the other Owners.

Reſolved, That this Court do agree in opinion with the ſaid Joint Committee.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 7th July, 1784.

A report of the progreſs of ſhips building, dated the 30th ult. ſigned by Mr. Gabriel Snodgraſs, was laid before the Committee. Vide App. No. 431.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 7th July, 1784.

The Chairman acquainted the Court, that two of the Managing Owners of Shipping had, in a conference with him, offered, in the name of the Owners, to abate 10s. per ton freight on their laſt tenders.

It was then moved, and on the queſtion,

Reſolved unanimouſly, That this Court do abide by their reſolution of the 1ſt inſt. reſpecting the freights to be given for the ſhips of this ſeaſon.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Friday the 9th July, 1784.

Several Managing Owners of ſhips, in the Company's ſervice, having expreſſed a deſire for a conference with this Committee, on the ſubject of the freights, which in the Court's opinion are proper to be given to the ſhips of this ſeaſon, the Committee now met for that purpoſe, and the ſeveral Owners, whoſe names are mentioned in the margin, attending, were called in, and the Committee having conferred with them thereon, thoſe gentlemen acceded to the terms propoſed by the Court on the 1ſt inſtant, and ſignified the ſame accordingly, in a letter under this date, addreſſed to the Secretary, which was now read.

H. H. Pelly, Donald Cameron, J. Mitford, Robt. Williams, Jeff. Jackſon, Culling Smith, Wm. Dent, Eſqrs.

The Committee thereupon reported the above tranſaction to the Court, as follows.

Several Managing Owners of ſhips in the Company's ſervice, having expreſſed a deſire for a conference with this Committee, on the ſubject of the freights, which, in the Court's opinion, are proper to be given to the ſhips of this ſeaſon; the Committee had, this day, a meeting for that purpoſe, and having conferred with the Owners thereon, thoſe gentlemen acceded to the terms propoſed by the Court on the 1ſt inſt. and have ſignified the ſame accordingly, in a letter under this date, addreſſed to the Secretary.

Vide App. No. 432.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 14th July, 1784.

The Committee of Correſpondence and Shipping reporting, under date of the 9th inſt. that having on that day had a meeting with the Owners of Shipping, on the ſubject of the freights, to be given for the ſhips of this ſeaſon, thoſe gentlemen had acceded to the terms propoſed by the Court on the 1ſt inſt. and have ſignified the ſame accordingly, in a letter to the Secretary.

Reſolved, That this Court do approve of the ſaid report.

Ordered,

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Ordered, That it be referred to the Committee of Correſpondence to conſider of the proper number of ſhips to be entertained in the Company's ſervice this ſeaſon, to nominate the ſame and to report.

The following tenders being read, viz.
New ſhip Walpole, Captain Henry Churchill, and
New ſhip building on the bottom of the Stafford, Captain William Smith, each ſhip being propoſed to be let at builders contract tonnage, at the ſame freights as the other ſhips to be taken up for this ſeaſon, viz. Vide App. No. 433.

To China direct - Coaſt and China, and Bencoolen - -	at £28.	per ton.
Bombay - -	29.	
Coaſt and Bay - -	30.	

And to be allowed the ſame demorage, impreſs, paſſage and diet of military, &c.
Ordered, That the above tenders be referred to the Committee of Correſpondence, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 28th July, 1784.

On reading the requeſt of Sir Richard Hotham, for leave to build a new ſhip in the room of the York, to be commanded by Captain John Atkinſon Blanſhard. Vide App. No. 434.
Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 4th Auguſt, 1784.

On reading the requeſt of Mr. Jeffrey Jackſon, that the late Fortitude Indiaman may be brought into the ſervice on her old bottom. Vide App. No. 435.
Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A JOINT COMMITTEE OF PRIVATE TRADE AND SHIPPING,

On Wedneſday the 11th Auguſt, 1784.

Purſuant to a reference of Court of the 9th June laſt, the Joint Committee took into conſideration the draught of a clauſe for the Charter-Party, prepared by Mr. Smith, the Company's Solicitor, conformably to an order of Court of the 26th May laſt; and the ſaid clauſe being read, alſo the Joint Committee's report confirmed by the Court on the ſaid 26th May. Vide App. No. 416.

Reſolved,

Reſolved, As the ſaid report lay for for ſome time for the inſpection of the Owners, and as they have agreed to the alterations in the Charter-Party therein ſpecified, that the clauſes to be inſerted ſhould be conformably thereto, and therefore that the alteration, ſuggeſted by the Solicitor, to oblige the Owners to pay a certain ſum per ton for deficient tonnage, inſtead of the freight thereof, be not adopted: and that he be deſired to add, in proper legal terms, the following proviſion, ſtated in the ſaid report, viz. "or unleſs the Owners ſhall make out good and ſuf-"ficient reaſon for ſuch deficiency, to the ſatisfaction of the "Court of Directors."

AT A COURT OF DIRECTORS,

Held on Friday the 13th Auguſt, 1784.

On a motion,

Ordered, That it be referred to the Committee of Shipping, to take into their conſideration, and to report, whether any mode can be adopted of altering the conſtruction of the Company's ſhips in ſuch a manner as to make their freights to India or China cheaper.

Vide App. No. 436. The tender of the Barwell, Captain Robert Carr, for a voyage to India or China, upon the terms at which other ſhips may be taken up this ſeaſon, being read,

Ordered, That the ſaid tender be referred to the Committee of Correſpondence, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 18th Auguſt, 1784.

Vide App. No. 435. The Committee conſidered the reference of Court of the 4th inſt. on the letter from Jeffrey Jackſon, Eſq. repreſenting, that the late ſhip Fortitude left Bengal in January laſt, bound to Copenhagen, where ſhe is to be diſcharged and ſold; and requeſting, on behalf of the Owners, that ſhe may again be brought into the ſervice on her old bottom.

And the Committee being of opinion, that there can be no impropriety in receiving this ſhip again into the ſervice, the ſame as if ſhe had not been captured by the enemy, provided, on a ſurvey by the Company's officers, ſhe ſhall appear to be a fit and proper ſhip for the Company's ſervice;

The ſame was reported to the Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 18th Auguſt, 1784.

A report from the Committee of Shipping, dated this day, being read,

Reſolved,

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Reſolved, That it is the opinion of this Court, that there can be no impropriety in receiving the ſhip Fortitude again into the Company's ſervice, in the ſame manner as if ſhe had not been captured by the enemy, provided, on a ſurvey by the Company's officers, ſhe ſhall appear to be a fit and proper ſhip for the Company's ſervice.

AT A COMMITTEE OF CORRESPONDENCE,

The 27th Auguſt, 1784.

The Committee offer it to the Court, as their opinion, that on account of the heavy expence incurred by the Owners of the ſhip Locko in her former outfit, and the advantage that will reſult to the Company from taking her up at only 758 tons whole freight, ſhe be admitted for one voyage only; and, on condition, that no claim ſhall be made in future for building on her bottom.

The Committee took into conſideration the reference of Court of the 14th ult. for conſidering of the proper number of ſhips to be entertained in the Company's ſervice this ſeaſon; and the Committee offer it to the Court, as their opinion, that eighteen ſhips, including the Locko and the Company's ſhip Britannia, be taken up for the preſent; and that if the Fortitude ſhould arrive in time, that ſhip be taken up as one of the additional number the Court may think neceſſary to ſend this ſeaſon to India and China.

And the Committee offer it as their further opinion, that the following be the eighteen ſhips before-mentioned,

Ships.	Tons.	Commanders.
The Britannia - - -	770	Capt. Edward Cumming
Locko - - -	758	John Baird
New ſhip in the room of the Triton -	755	Hon. W. Elphinſtone
Ditto Prince of Wales -	755	Jonathan Court
Ditto Stafford - -	755	——— Smith
Deptford - -	755	James Elkington
Oſterley - -	758	Samuel Rogers
Eſſex - -	758	John Strover
Aſia - -	758	Robert Maw
Dutton - -	755	James Weſt
Rodney - -	755	Henry Wakeman
Northumberland -	755	James Rees
Winterton -	755	Raymond Snow
Raymond - -	755	John Cotton
Montagu - -	755	Thomas Brettell
Houghton - -	755	James Monro
General Coote -	755	Thomas Compton
Francis - -	755	Henry Grueber

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AT A COURT OF DIRECTORS,

Held on Friday the 27th Auguſt, 1784.

Vide App. No. 437. Letter from Sir Richard Hotham, dated this day, tendering the ſhip York for an immediate voyage to Bencoolen and China, provided ſhe has as many goods laden on board homeward-bound, as ſhe can reaſonably and ſafely bring, reckoning the kintlege as part of the cargo, at the rate of £25. 10. per ton, demorage, &c. agreeably to the Charter-Parties of the ſhips of this year, was read.

Two reports from the Committee of Correſpondence, dated this day, being read,

Reſolved, That the ſhip Locko be taken up for one voyage only, and on condition that no claim ſhall be made, in future, for building on her bottom.

Reſolved by the ballot, That eighteen ſhips, including the Locko and the Company's ſhip Britannia, be taken up for the preſent; and, that if the Fortitude ſhould arrive in time, that ſhip be taken up as one of the additional number the Court may think neceſſary to ſend this ſeaſon to India and China, and that the following be the eighteen ſhips before-mentioned, viz.

Ships.	Tons.	Commanders.
The Britannia	770	Capt. Edward Cumming
Locko	758	John Baird
New ſhip in the room of the Triton	755	Hon. W. Elphinſtone
Ditto Prince of Wales	755	Jonathan Court
Ditto Stafford	755	——— Smith
Deptford	755	James Elkington
Oſterley	758	Samuel Rogers
Eſſex	758	John Strover
Aſia	758	Robert Maw
Dutton	755	James Weſt
Rodney	755	Henry Wakeman
Northumberland	755	James Rees
Winterton	755	Raymond Snow
Raymond	755	John Cotton
Montagu	755	Thomas Brettell
Houghton	755	James Monro
General Coote	755	Thomas Compton
Francis	755	Henry Grueber.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 1ſt September, 1784.

On reading a letter from the Owners of the Tartar, dated 31ſt ultimo, requeſting that the ſaid ſhip may be taken into the Company's ſervice for another voyage.

Ordered that the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT

AT A COURT OF DIRECTORS,

Held on Friday the 3d September, 1784.

On a motion,

Ordered, That Mr. John Fiott be permitted to withdraw his letter reſpecting the ſhip Tartar, which was read in Court on the 1ſt inſtant.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 8th September, 1784.

The requeſt of the Owners of the Tartar, that the ſhip may be taken up for another voyage, and praying to be heard in ſupport of their claim. Vide App. No. 438.

Ordered, That the ſaid requeſt be referred to the Committee of Correſpondence, to examine and report.

The requeſt of the Owners of the Prime for leave to build on that ſhip's bottom, being read, Vide App. No. 439.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Friday the 10th September, 1784.

On reading a letter from ſundry Managing Owners of Shipping, dated this day, acknowledging the receipt of a propoſed clauſe for the Charter-Party, and ſignifying that they have no objection to a deduction of freight for any deficiency of the ſhips chartered tonnage, provided the Company's ſervants abroad ſhall lade on board a proper aſſortment of goods as cuſtomary; but that they do not conceive themſelves liable to any penalty over and above the forfeiture of ſuch deficiency. Vide App. No. 440.

Ordered, That the ſaid letter be referred to the conſideration of the Committee of Private Trade.

On reading letters from Mrs. Jane Wilſon, and from Mr. John Baird, ſeverally, requeſting on behalf of the Owners of the Rochford, to be permitted to build on that ſhip's bottom. Vide App. No. 441, 442.

Ordered, That the ſaid letters be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 29th September, 1784.

Notification from the Owners of the Rochford, that Mr. William Moffat is appointed Managing Owner of that ſhip, being read; alſo, Vide App. No. 443.

The requeſt of Mr. William Moffat for leave to build a new ſhip in the room of the Rochford, to be commanded by Captain James Tod. Vide App. No. 444.

Ordered,

Ordered, That the ſaid notification and requeſt be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 7th October, 1784.

Vide App. No. 445. Mr. Gabriel Snodgraſs's report of the progreſs of ſhips building, dated the 6th inſtant, was laid before the Committee.

AT A COMMITTEE OF SHIPPING,

On Friday the 8th October, 1784.

Vide App. No. 446. Joint letter from Captain Oliver and Mr. Snodgraſs, dated the 1ſt inſtant, being read, intimating that the new ſhip building on the bottom of the Prince of Wales, has a grating upper deck to ſtow the long boat on the middle deck, that they know of no order in force to the contrary, but as it is upon a plan differing from the ſhips built for ſeveral years paſt, they thought it their duty to acquaint the Committee.

Ordered, That Mr. Pelly be deſired to meet the Committee on Wedneſday next, the 13th inſtant, relative thereto, and that the above officers do report immediately to the Committee, if in future, ſuch alteration be propoſed by the Owners of other ſhips building for the Company's ſervice.

AT A COURT OF DIRECTORS,

Held on Friday the 8th October, 1784.

Vide App. No. 447. The requeſt of John Durand, Eſq. for leave to build a ſhip in the room of the Lord North, to be commanded by Capt. William Hambly, being read,

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 12th October, 1784.

The Committee having taken into conſideration the ſtate of the ſhips in the Company's ſervice, and being of opinion that ſeveral regulations are neceſſary, not only in regard to the Court's giving leave to build, but on many other particulars reſpecting the ſhips, ſubmitted the following to the determination of the Court, viz.

That a number of ſhips, not leſs than ſeventy, are at preſent neceſſary for the Company's ſervice.

That it appears the number now in the ſervice, abroad and at home, amount to ſixty-ſix ſhips, but as among the former there are nine ſhips on their laſt voyages, the Committee recommend that leave be immediately given to ſix ſhips to build, ſubject to ſuch regulations as the Court may hereafter direct.

That

That, in future, the mode of aſcertaining the number in the ſervice, at any given time, ſhould be by having an account drawn out, ſtating the number of ſhips abroad, including thoſe on their laſt voyages; the number at home; and, thoſe which may be building or have had leave to build; and that the total number of ſhips under the ſeveral deſcriptions before-mentioned, be conſidered as the number of ſhips actually in the ſervice at the period when ſuch account ſhall be made out.

That whenever the number of ſhips in the ſervice is leſs than ſeventy, the bottom ſtanding firſt in turn on the liſt to build, do have ſuch permiſſion immediately on the Owners making the neceſſary application for that purpoſe; provided if the bottom, on which leave is required to build, ſhould be that of a ſhip taken or loſt, that the Court ſhall have previouſly reſolved, that the loſs of ſuch ſhip had happened to have been unavoidable.

That as great inconveniences have ariſen to the Company from the Owners protracting the building their ſhips a conſiderable time, it may be proper to make the permiſſion for building ſubject to the condition of the Owners laying the keel within ſix months after they have obtained leave to build, and to have the ſhip ready to launch within twelve months more, or elſe to loſe her turn to all ſuch ſhips which may arrive in the courſe of that ſeaſon.

The Committee further recommend, that if the keel of a ſhip ſhould not be laid within one year after leave has been given to build, and launched within twelve months after the keel is laid, ſuch ſhip ſhall be pronounced a lapſed bottom, and thrown entirely out of the ſervice.

Among the requeſts of ſeveral gentlemen to build, is one from the Owners of the Queen, which ſhip, under a ſuſpenſion of the 39th By-Law, was repaired for a fifth voyage in 1780, and having compleated the ſame in March laſt, has ſince been ſold; the Owners now requeſt leave to build, and that the order of turn for the new ſhip being taken into the ſervice, may be conſidered from the completion of the Queen's fourth voyage. Vide App. No. 426.

As this ſhip, with the Latham, Hawke and Worceſter, were repaired for five voyages, in conſequence of the Company being diſtreſſed for tonnage, the Committee think it but juſt their turn ſhould be fixed from the end of their fourth voyages.

The Committee therefore offer, as their opinion, that George Stainforth, jun. Eſq. have leave to build a ſhip in the room of the Queen.

That the Owners of the Worceſter have the like permiſſion, if they ſhall apply for the ſame.

That a new ſhip in the room of the Fortitude may be built, if the preſent ſhip ſhould not be purchaſed or found fit for the Company's ſervice, agreeably to the order of Court of the 18th Auguſt laſt.

And that the Earl of Dartmouth, Groſvenor and Earl of Hertford, be the other three ſhips allowed to build; provided the Owners ſhall make the uſual application to the Court, and the Committee, upon examination into their loſs, find that the ſame happened unavoidably.

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AT A COURT OF DIRECTORS,

Held on Wedneſday the 13th October, 1784.

Vide App: No. 448. On reading the requeſt of Mr. Adam Duncan, that in the permiſſion given to the Owners of ſhips to build, a preference may be given to the Fairford's bottom, and,

Vide App. No. 449. The requeſt of Captain George Thomſon, that the Court will not decide on the requeſt of the Owners of that ſhip for leave to build, until he ſhall lay before the Court the papers in ſupport of his claim to have that permiſſion granted to him.

Ordered, That the ſaid requeſts be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 14th October, 1784.

Mr. Pelly meeting the Committee agreeably to their deſire, on the 8th inſtant, reſpecting the new ſhip in the room of the Prince of Wales having a grating upper deck in order to ſtow the long boat on the middle deck, acquainted the Committee, that it was in conſequence of its being the opinion of Captain Court and himſelf, that the boat would ſtow better; the ſhip hold leſs wind, that the circulation of air would be more free through the gratings, and that in point of ſtrength from having put in ſeven pair of ſtandards, ſhe would be equal to any other ſhip. Mr. Pelly, however, added, that if he had known at the time there had been any objection on the part of the Committee, he certainly would not have compleated the ſhip in the preſent manner.

AT A COMMITTEE OF PRIVATE TRADE,

On Thurſday the 14th October, 1784.

Vide App. No. 440, 416. Purſuant to a reference of Court of the 10th ultimo, on a letter from ſundry Managing Owners, acknowledging their receipt of the propoſed clauſe to be inſerted in the Charter-Parties of the ſhips of the preſent ſeaſon, and ſignifying that they have no objection to a deduction of freight for any deficiency of the ſhips chartered tonnage, provided the Company's ſervants abroad ſhall lade on board a proper aſſortment of goods as cuſtomary, but they do not conceive themſelves liable to any penalty over and above the forfeiture of ſuch deficiency. The Committee conſidered the ſaid letter and the clauſe referred to therein, as drawn up by Mr. Smith the Company's Solicitor; and his opinion reſpecting the following proviſions ſtanding as a part of the ſame, viz. "Unleſs the Owners of the ſaid ſhip ſhall make out, and "prove good and ſufficient circumſtances and reaſons, for ſuch "deficiency, to the ſatisfaction of the Court of Directors of the "ſaid Company", being laid before the Committee, and the minutes of the 27th Auguſt laſt, when it was agreed, in conſequence

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quence of Mr. Smith's opinion, to ſubmit the clauſe to the Owners without the ſaid proviſion, being reconſidered.

Reſolved, That it is the opinion of the Committee, as a proviſion to the above effect ſtood in the report of the Joint Committee of Private Trade and Shipping of the 25th May laſt, as a part of the propoſed clauſe, and as the Owners had agreed to it in that form before the Committee were acquainted with the Solicitor's opinion reſpecting it, that the ſaid proviſion cannot be omitted in the Charter-Parties of this ſeaſon, and therefore that the reſolution of the 27th Auguſt laſt be reſcinded, and that the clauſe be accordingly inſerted in the Charter-Parties with the proviſion above-mentioned, as it originally ſtood in the Committee's report, to which the ſeveral Owners aſſented.

Agreed, That the Owners be acquainted by letter from the Secretary with the above reſolution, and further, that the Company will give proper orders to their ſervants abroad reſpecting the aſſortments of the cargoes.

Agreed, That the Committee of Correſpondence be deſired to point out the above-mentioned clauſe in the General Letters to the ſeveral Preſidencies, and in the Supra-Cargoes Inſtructions, directing them to pay particular attention thereto, in the diſtribution of cargoes and aſſortments of goods for the ſeveral ſhips, that each ſhip may have her Charter-Party tonnage laden on board, or at leaſt tendered to her; ſo that in caſe ſhe is not able, or the commander ſhall refuſe to receive it, the Owners may not have any good ground to plead an exemption from payment of freight for the deficiency, on account of any failure on the part of the Company.

AT A COURT OF DIRECTORS,

Held on Thurſday the 14th October, 1784.

On reading a report from the Committee of Shipping, dated the 12th inſtant,

Reſolved, That a number of ſhips not leſs than ſeventy, are at preſent neceſſary for the Company's ſervice.

That it appears, the number now in the ſervice abroad and at home amount to ſixty-ſix ſhips; but, as among the former there are nine ſhips on their laſt voyages, leave be immediately given to ſix ſhips to build, ſubject to ſuch regulations as the Court may hereafter direct.

That in future the mode of aſcertaining the number in the ſervice at any given time, ſhall be by having an account drawn out, ſtating the number of ſhips abroad, including thoſe on their laſt voyages, the number at home, and thoſe which may be building or have leave to build; and that the total number of ſhips under the ſeveral deſcriptions before-mentioned be conſidered as the number of ſhips actually in the ſervice, at the period when ſuch account ſhall be made out.

That, whenever the number of ſhips in the ſervice ſhall be leſs than ſeventy, the bottom ſtanding firſt in turn on the liſt to build ſhall have ſuch permiſſion immediately, on the Owners making the neceſſary application for that purpoſe; provided if the

the bottom on which leave is requeſted to build ſhould be that of a ſhip taken or loſt, the Court ſhall have previouſly reſolved that the loſs of ſuch ſhip had appeared to have been unavoidable.

That the permiſſion for building be made ſubject to the condition of the Owners laying the keel within ſix months after they have obtained leave to build, and to have the ſhip ready to launch within twelve months more, or elſe to loſe her turn to all ſuch ſhips as may arrive in the courſe of that ſeaſon.

That if the keel of any ſhip be not laid within one year after leave has been given to build, and launched within twelve months after the keel is laid, ſuch ſhip ſhall be pronounced a lapſed bottom, and thrown entirely out of the ſervice.

That George Stainforth, jun. Eſq. have leave to build a ſhip in the room of the Queen.

That the Owners of the Worceſter have the like permiſſion if they ſhall apply for the ſame.

That a new ſhip in the room of the Fortitude may be built, if the preſent ſhould not be purchaſed or found fit for the Company's ſervice, agreeably to the order of Court of the 18th Auguſt laſt.

And that the Earl of Dartmouth, Groſvenor, and Earl of Hertford, be the other three ſhips allowed to build, provided the Owners ſhall make the uſual application to the Court, and the Committee of Shipping, upon examination into their loſs, find that the ſame happened unavoidably.

On a motion,

Ordered, That it be referred to the Committee of Shipping, to enquire into the circumſtances attending the loſs of the ſeveral ſhips in the Company's ſervice which have met with that misfortune.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 20th October, 1784.

The Committee, in conſequence of the reference of Court of the 13th Auguſt laſt, taking into conſideration whether any mode can be adopted of altering the conſtruction of the Company's ſhips, in ſuch a manner as to make their freights to India or China cheaper, reported their opinion to the Court,

That it may be proper to try the experiment of allowing the Owners to build three ſhips of 1000 to 1200 tons burthen, which ſhips ſhall always be ſtationed for China, and may occaſionally touch outward-bound at St. Helena, Bencoolen or Madras, but conſtantly to be loaded home from China, and that a conference be held with the Owners accordingly.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 20th October, 1784.

Vide App. No. 450.

On reading the requeſt of the Owners of the Blandford, for leave to build a ſhip on her bottom,

Ordered,

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Ordered, That it be referred to the Committee of Shipping to examine and report.

The Committee of Shipping in a report dated this day, now read, offering to the Court as their opinion, that it will be proper to try the experiment of allowing the Owners to build three ſhips of 1000 to 1200 tons burthen, which ſhips ſhall always be ſtationed for China, and may occaſionally touch outward-bound at St. Helena, Bencoolen or Madras, but conſtantly to be loaded home from China, and that a conference be held with the Owners accordingly;

Reſolved, That this Court do agree in opinion with the ſaid Committee, and that it be referred to them to hold a conference with the Owners upon the ſubject.

AT A COURT OF DIRECTORS,

Held on Tueſday the 26th October, 1784.

On reading a letter from Mr. Jeffery Jackſon ſignifying that the Owners of the late ſhip Fortitude have dropped their intention of purchaſing her, and requeſting leave to build a new ſhip on her bottom, alſo, Vide App. No. 451.

The requeſt of John Raymond, Eſq. for leave to build a new ſhip in the room of the Ceres, to be commanded by Captain Thomas Price. Vide App. No. 452.

Ordered, That the ſaid letter and requeſt be referred to the Committee of Shipping to examine and report.

AT A COMMITTEE OF CORRESPONDENCE,

The 3d November, 1784.

The Committee offer it to the Court, as their opinion, that five additional ſhips be taken up this ſeaſon, and ſtationed for China direct, and that the following be the ſaid five ſhips.

Ships.	Tons.	Commanders.
Laſcelles -	758	Captain Thos. Wakefield
General Eliott -	758	
Atlas -	758	Allen Cooper
Barwell -	755	Robt. Carr
Buſbridge -	755	Alexr. Tod

AT A COURT OF DIRECTORS,

Held on Wedneſday the 3d November, 1784.

On reading a report from the Committee of Correſpondence, dated this day,

Reſolved by the ballot unanimouſly, That five additional ſhips be taken up this ſeaſon, and ſtationed for China direct, and that the following be the ſaid ſhips, viz.

Ships.	Tons.	Commanders:
Laſcelles - -	758	Capt. Thomas Wakefield
General Eliott - -	758	
Atlas - -	758	Allen Cooper
Barwell - -	755	Robert Carr
Buſbridge -	755	Alexander Tod

AT A COURT OF DIRECTORS,

Held on Wedneſday the 17th November, 1784.

Vide App. No. 453. On reading the requeſt of Robert Preſton, Eſq. for leave to build a new ſhip in the room of the Earl of Hertford, and

Vide App. No. 454. Thomas Lane, Eſq. to build one on the bottom of the Royal Henry.

Ordered, That the ſaid requeſts be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 23d November, 1784.

Vide App. No. 455. Letter from Captain John Oliver, dated the 14th inſt. reporting the length, breadth and tonnage of the King George, Dublin, and new ſhip Captain Elphinſtone, was read.

AT A COURT OF DIRECTORS,

Held on Tueſday the 7th December, 1784.

Vide App. No. 456. Letter from George Stainforth, jun. Eſq. ſtating, that an opportunity now preſents of providing a ſlip for building a new ſhip on the bottom of the Queen, and that ſhe might be forwarded before the winter is much farther advanced, ſo as to ſtand in her frame and ſeaſon, being read,

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Friday the 17th December, 1784.

Vide App. No. 456. Letter from George Stainforth, Eſq. dated the 7th inſt. and refered by order of Court the ſame day, repreſenting, that he has now an opportunity of providing a ſlip for building a ſhip on the bottom of the Queen, was read.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 21ſt December, 1784.

The Committee having in purſuance of the reference of Court of the 14th October laſt, enquired into the circumſtances attending the loſs of the ſhip Earl of Hertford, and having examined Captain

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Captain Clarke, and Mr. Drummond the chief officer, thereon, reported to the Court, that this Committee are unanimouſly of opinion, that ſhe was unavoidably loſt by being driven on ſhore in Madras roads, in a very ſevere gale of wind which happened on 15th October, 1782; that Captain Clarke and Mr. Drummond are fully acquitted of any blame on this occaſion, and that the Owners be therefore permitted to build a ſhip on her bottom this ſeaſon.

The Court, on the 14th October laſt, having referred it to this Committee, to enquire into the circumſtances attending the loſs of the ſhip Groſvenor, the Committee reported to the Court, that as there are neither the commander, or any officer belonging to the Groſvenor, whom the Committee can examine as to the loſs of the ſhip, and as the information of the few men who were ſaved, and are returned to England, cannot be ſufficiently relied on from their ignorance in navigation, the Committee can only report, that according to their account the ſhip was loſt on the Coaſt of Africa, between 28 and 29 degrees ſouth latitude, and that the commander ſurvived her loſs ſometime; but how far it was unavoidable, the Committee are by no means competent to determine, and muſt therefore deſire leave to ſubmit the propriety of building a ſhip on the bottom of the Groſvenor this ſeaſon, entirely to the deciſion of the Court.

AT A COURT OF DIRECTORS,

Held on Tueſday the 21ſt December, 1784.

A report from the Committee of Shipping, dated the 16th inſt. being read,

Reſolved, That this Court do fully acquit Captain Daniel Clarke, commander, and Mr. Drummond, chief officer, of the late ſhip Earl of Hertford, of any blame in the loſs of that ſhip, and that the Owners be therefore permitted to build a ſhip on her bottom this ſeaſon.

The Committee of Shipping in another report, dated this day, now read, ſtating to the Court, that for want of proper information they are by no means competent to determine, whether the loſs of the late ſhip Groſvenor was unavoidable or not, and therefore ſubmitting to the Court's deciſion the propriety of building a ſhip on her bottom this ſeaſon.

It was moved, and on the queſtion,

Reſolved, That the Owners of the late ſhip Groſvenor, have leave to build a ſhip on her bottom this ſeaſon.

On reading the requeſt of the Managing Owners of the late ſhips Princeſs Royal, Bridgewater, and Prime, for leave to build on the bottoms of thoſe ſhips, by allowing them to take their turn ſo as to build immediately after the Queen and Worceſter. Vide App No. 457.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT

AT A COMMITTEE OF SHIPPING,

On Tueſday the 23d December, 1784.

Vide App. No. 457. Letter from the Owners of the Princeſs Royal, Bridgewater, and Prime, referred the 21ſt December, ſtating the reaſons on which they conſider they have a preferable claim before other ſhips, and requeſting leave to build on thoſe bottoms, was read.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 29th December, 1784.

Vide App. No. 458, 459. On reading a letter from Mrs. Jane Willſon, encloſing the Honorable Edward Monckton's conſent (in addition to that of the other Owners) for her to build a ſhip in the room of the Earl of Dartmouth.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 5th January, 1785.

The Committee reſuming the conſideration of their report of the 20th October laſt, as to the propriety of building three ſhips by way of experiment of 1000 to 1200 tons, Mr. Snodgraſs was called in, and received the Committee's orders to prepare an account of what dimenſions are in his opinion proper for a ſhip of

1000 tons burthen
1100
1200

The Committee taking into conſideration the preſent dimenſions of ſhips built for the Company's ſervice, reported to the Court their opinion, that if the ſhips in future, for the general trade, were built of the dimenſions of 116 feet keel, and 36 feet beam, and not admitted on any conſideration into the ſervice, if they fell out or were built of a greater breadth; and provided ſuch ſhips are taken up at the tonnage of 755 tons, it would be more beneficial both to the Company and Owners than the preſent allowed dimenſions.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 5th January, 1785.

The Committee of Shipping in a report, dated this day, now read, offering to the Court, as their opinion, that if the ſhips in future were built for the general trade of the dimenſions of 116 feet keel, and 36 feet beam, and not admitted on any conſideration into the ſervice, if they fell out or were built of a greater breadth, and taken up at the tonnage of 755 tons, it would be more beneficial

neficial both to the Company and the Owners than the preſent allowed dimenſions.

Reſolved, That this Court do agree in opinion, with the ſaid Committee.

AT A COMMITTEE OF CORRESPONDENCE,

The 11th January, 1785.

The Committee offer it as their opinion, that three additional ſhips be taken up this ſeaſon, and ſtationed for China direct; and that the following be the ſaid three ſhips, being the next in turn.

Ships.	Tons.	Commanders.
Halſewell - -	758	Capt. Richard Pierce
Earl Talbot -	758	Robert Taylor
Bellmont - -	758	William Dick Gamage

AT A COMMITTEE OF SHIPPING,

On Tueſday the 11th January, 1785.

The following report was made to the Court, viz.

As the ſeaſon is now ſo far advanced as to make it neceſſary to give permiſſion for building immediately, as otherwiſe it will be uncertain whether any new ſhips can be got ready for the exports of the ſeaſon 1785; and as there is not ſufficient time to enter into the conſideration of the many regulations which muſt take place whenever the Court's ideas are adopted for the Owners building ſome ſhips of 1000 to 1200 tons burthen, for the China trade only, and for holding conferences with the Owners thereon; and as it has been owing to this circumſtance, that the dimenſions of thoſe ſhips, which have already had leave to build, have not yet been announced to the Owners; the Committee offer, as their opinion, to the Court, that the Owners of the ſhips Queen, Worceſter, Fortitude, Groſvenor, and Earl of Hertford be now acquainted of their having the Court's permiſſion accordingly, and required to build their ſhips of the dimenſions preſcribed by orders of Court of the 1ſt December, 1779, and 5th inſt. being as follows,

	Feet.	Inches.
Length of keel for tonnage - -	116	0
Extreme breadth to a four inch plank	36	0
Depth in the hold - - - -	14	9
Height between lower and middle deck	6	0
Ditto middle and upper deck	6	3
Ditto round-houſe fore part - -	6	2
after part - -	6	4
Dept of the waiſt - - -	1	0

Number of tons 799 $\frac{62}{94}$.

The ſhips to have four inch bottoms, and the ſcantlings of the principal timbers not to be leſs than thoſe eſtabliſhed by orders of Court 27th June, 1770; that the ſhips, notwithſtanding the breadth being increaſed to 36 feet, be chartered at 755 tons only.

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That the Owners be further acquainted, no ſhip will be taken up for the general trade, if ſhe exceeds the dimenſions and tonnage above-mentioned, particularly the breadth, as the Court have come to a determination not to admit into the ſervice, upon any conſideration whatever, any ſhip which ſhall fall out or exceed in the ſmalleſt degree when built, the ſaid extreme breadth of 36 feet.

That the permiſſion for building be ſubject to the further condition of the keel being laid within ſix months from this date, and the ſhip being ready to launch within twelve months more, or elſe to loſe her turn to all thoſe ſhips which may arrive in the courſe of that ſeaſon; and if the keel ſhould not be laid within one year from this time, and launched within one year after the keel is laid, ſuch ſhip will be pronounced a lapſed bottom, and thrown entirely out of the ſervice.

The Committee further offer, as their opinion, that the dimenſions and conditions, on which the ſhips are now to be built, be tranſmitted to the Company's Maſter-Attendant and Surveyor of Shipping, with ſtrict injunctions for their giving the earlieſt intimation to the Court, if they ſhould diſcover any deviation from the preſent regulations; and to certify to the Court, as ſoon as a ſhip is built, her dimenſions and tonnage, and whether the Owners have complied in every reſpect with the conditions before ſtated.

AT A COURT OF DIRECTORS,

Held on Tueſday the 11th January, 1785.

A report from the Committee of Correſpondence, dated this day, being read,

Reſolved by the ballot, That three additional ſhips be taken up this ſeaſon, and that the following be the ſaid three ſhips, being the next in turn, viz.

Ships.	Tons.	Commanders.
The Halſewell -	758	Capt. Richard Pierce
Earl Talbot -	758	Robert Taylor
Bellmont - -	758	William Dick Gamage

A report from the Committee of Shipping, dated this day, being alſo read,

Reſolved, That the Owners of the ſhips Queen, Worceſter, Fortitude, Groſvenor, and Earl of Hertford, be now acquainted of their having the Court's permiſſion to build, and that they be required to build their ſhips of the dimenſions preſcribed by orders of Court of the 1ſt December, 1779, and 5th inſtant, being as follows, viz.

	Feet.	Inches.
Length of keel for tonnage - -	116	0
Extreme breadth to a four-inch plank	36	0
Depth in the hold - -	14	9
Height between lower and middle deck	6	0
Ditto middle and upper deck	6	3
Ditto round-houſe fore part -	6	2
after part -	6	4
Depth of the waiſt - -	1	0

Numbers of tons 799 $\frac{63}{94}$.

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The ſhips to have four-inch bottoms, and the ſcantlings of the principal timbers not to be leſs than thoſe eſtabliſhed by order of Court of the 27th June, 1770.

That the ſhips, notwithſtanding the breadth being increaſed to 36 feet, be chartered at 755 tons only.

That the Owners be further acquainted, that no ſhip will be taken up for the general trade if ſhe exceeds the dimenſions and tonnage above-mentioned, particularly the breadth; as the Court have come to a determination not to admit into the ſervice, upon any conſideration whatever, any ſhip which ſhall fall out or exceed in the ſmalleſt degree, when built, the ſaid extreme breadth of 36 feet.

That the permiſſion for building be ſubject to the further condition of the keel being laid within ſix months from this date, and the ſhip being ready to launch within twelve months more, or elſe to loſe her turn to all thoſe ſhips that may arrive in the courſe of that ſeaſon; and if the keel ſhould not be laid within one year from this time, and launched within one year after the keel is laid, ſuch ſhip will be pronounced a lapſed bottom, and thrown entirely out of the ſervice.

That the dimenſions and conditions on which the ſhips are now to be built, be tranſmitted to the Company's Maſter Attendant and Surveyor of Shipping, with ſtrict injunctions for their giving the earlieſt intimation to the Court if they ſhould diſcover any deviation from the preſent regulations, and to certify to the Court ſo ſoon as a ſhip is built, her dimenſions and tonnage, whether the Owners have complied, in every reſpect, with the conditions before ſtated.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 19th January, 1785.

The Committee having taken into further conſideration the ſtate of the ſhips in the Company's ſervice, and finding that upon the arrival of the expected ſhips of this ſeaſon, the number will be reduced to ſixty ſhips, including the ſix which have already had leave to build; the Committee, therefore, in order to guard againſt a want of tonnage, and to give proper and ſufficient time to the Owners to build, offered, as their opinion, to the Court, that permiſſion be given for building ſix more ſhips for the ſervice of the ſeaſon 1786.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 19th January, 1785.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That permiſſion be given for building ſix more ſhips for the ſervice of the ſeaſon 1786.

The requeſt of Mr. J. Clements, that the Court would diſpenſe with that clauſe in the Charter-Party by which the Owners of

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the Dublin are bound to put £500. in caſh on board that ſhip, for her expences abroad, being read,

It was moved that the ſaid requeſt be complied with.

And the queſtion being put thereon, the ſame paſſed in the negative.

Vide App. No. 460. On reading the requeſt of the Owners of the Earl Talbot, that ſhe may remain at home till next ſeaſon, without prejudice to her preſent order of turn.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Friday the 21ſt January, 1785.

The following report was read to the Court.

Vide App. No. 460 The Committee taking into conſideration the requeſt of the Owners of the ſhip Earl Talbot, referred the 19th inſtant, intimating their apprehenſions from the circumſtances therein ſtated, that ſhe cannot be got ready in time to proceed to China, and requeſting ſhe may remain at home till next ſeaſon, without prejudice to her order of turn.

And the Committee having examined the Company's Surveyor of Shipping thereon, find that all the repairs of this ſhip being on her fitting or third voyage, will, in his opinion, take up ſix weeks at leaſt, ſuppoſing nothing particular is required to be done; but which length of time the Committee apprehend, at this advanced period of the ſeaſon, may make her paſſage to China doubtful, in which caſe the Company muſt incur a heavy loſs by demorage.

The Walpole being the next ſhip in turn, the Committee have, by letter, deſired Mr. Durand's information how ſoon that ſhip can be repaired and brought afloat, but to this the Committee have not yet received any anſwer. The Committee, however, muſt beg leave to obſerve, that the Walpole is likewiſe on her fitting voyage, and ſhould the ſame objections hold good reſpecting that ſhip as the Earl Talbot, ſhe likewiſe will probably be too late for this ſeaſon.

The Lord Macartney, the next ſhip in turn to the Walpole, the Committee find is not upon her repairing voyage.

AT A COURT OF DIRECTORS,

Held on Friday the 21ſt January, 1785.

Vide App. No. 461. On reading the requeſt of Mr. George Thomſon, that the Court will ſuſpend their determination as to the right of building on the bottom of the late ſhip Earl of Dartmouth, until the event of a bill in chancery, filed againſt Mr. Willſon, ſhall be known.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

The Committee of Shipping in a report dated this day, now read, ſtating that the repairs of the ſhip Earl Talbot (being on her fitting or third voyage) will take up ſix weeks at leaſt; which length

length of time the Committee apprehend, at this advanced period of the ſeaſon, may make her paſſage to China doubtful, in which caſe the Company muſt incur a heavy loſs by demorage.

That the Walpole, the next ſhip in turn, being likewiſe on her fitting voyage, ſhould the ſame objection hold good reſpecting that ſhip as the Earl Talbot, ſhe likewiſe will probably be too late for this ſeaſon.

And that the Committee find that the Lord Macartney, the next ſhip in turn to the Walpole, is not upon her repairing voyage.

Reſolved, That this Court do approve of the ſaid report.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 25th January, 1785.

The Committee having this day received a letter from John Durand, Eſq. repreſenting that from the beſt information he has received reſpecting the ſhip Walpole, ſhe cannot be repaired and brought afloat in leſs than ſix weeks from the time of her going into dock, ſuppoſing no uncommon repairs may be found neceſſary upon the ſurvey. Vide App. No. 462.

And as this intimation agrees with the opinion the Committee ſubmitted to the Court on the 21ſt inſt. the Committee reported that they preſume the Court will think this ſhip cannot be fitted in time to proceed this ſeaſon to China, without running the riſk of loſing her paſſage.

AT A COURT OF DIRECTORS,

Held on Tueſday the 25th January, 1785.

The Committee of Shipping, in a report dated this day, now read, offering to the Court, as their opinion, that the ſhip Walpole cannot be fitted in time to proceed this ſeaſon to China, without running the riſk of loſing her paſſage.

Reſolved, That this Court do agree in opinion with the ſaid Committee.

It was then moved, and

Reſolved by the ballot, That the Lord Macartney being the next ſhip in turn, be taken up for a voyage to China direct, this ſeaſon, in the room of the Earl Talbot.

AT A COURT OF DIRECTORS,

Held on Thurſday the 27th January, 1785.

Letter from Alexander Hume, Eſq. ſtating that as the Court have given permiſſion to build ſix more ſhips in addition to thoſe which have been loſt or captured, he preſumes that the Princeſs Royal is now in turn, being read, Vide App. No. 463.

Ordered, That the above letter be referred to the Committee of Shipping, to examine and report.

Vide App. No. 464. Letter from Captain John Oliver and Mr. Gabriel Snodgraſs, being read, ſtating the meaſurement of a keel laid for a new ſhip, to be built in the room of the Fortitude.

Ordered, That it be referred to the conſideration of the Committee of Shipping.

AT A COURT OF DIRECTORS,

Held on Tueſday the 1ſt February, 1785.

Vide App. No. 465. On reading the requeſt of Mrs. Jane Willſon, that the Owners of the Earl of Dartmouth may be permitted to build a new ſhip in her room; and that the requeſt of Captain George Thomſon, for the buſineſs to be poſtponed, may not be attended to by the Court.

Ordered, That it be referred to a Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 9th February, 1785.

Vide App. No. 464. The Committee took into conſideration the reference of Court of the 27th ult. on a letter from Meſſrs. Oliver and Snodgraſs, ſtating the dimenſions of a ſhip building by Meſſrs. John and William Wells and Co. on the bottom of the Fortitude, whereby it appears, that the length of the keel for tonnage exceeds the dimenſions preſcribed by the order of Court on the 5th ult. about one foot eight inches; and Mr. William Wells, having attended the Committee on this buſineſs, repreſented, that they had laid down the keel upon ſpeculation, previous to the above date, that the increaſed length is owing to the ſtem having a greater rake than is in general given at other yards; that although the nominal tonnage is increaſed by this means, it adds very little to the actual tonnage, and that it is not attended with any additional expence to the Owners. And Mr. Wells's allegations, ſo far as they relate to the increaſed rake and tonnage, being confirmed by Mr. Snodgraſs, the Committee reported to the Court, that they ſee no objection to the building of the ſhip being continued on the increaſed dimenſions of the keel before-mentioned.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 9th February, 1785.

The Committee of Shipping in a report, dated this day, now read, ſtating to the Court, that they ſee no objection to the building of the new ſhip in the room of the Fortitude, being continued at the increaſed dimenſions of the keel, which exceed thoſe preſcribed by the Court on the 5th ult. about one foot eight inches.

Reſolved, That this Court do agree in opinion with the ſaid Committee.

AT

AT A COMMITTEE OF SHIPPING,

On Friday the 11th February, 1785.

Purſuant to reference of Court of the 14th October laſt, the Committee enquired into the loſs of the ſhip Earl of Dartmouth, and reported to the Court, that as Captain Thomſon died on board the Chapman, on his paſſage to England, after the loſs of the Earl of Dartmouth, and the ſecond officer, who had charge of the watch, together with the third mate, were both drowned in attempting to land in the long boat; and as Mr. Geed, the chief mate, who is the only officer now in England, has repreſented to the Committee, that he was ſo indiſpoſed as to be confined to his cabin from the time of their departure from Madras, till the hour of the ſhip being in danger, the Committee cannot poſſeſs themſelves of that full information which is neceſſary to determine on the conduct of the Captain and officers reſpecting the loſs of the ſhip; and the Committee can only report, that it appears by the copy of a letter from the deceaſed Captain Thomſon, to the Governor-General and Council, dated 30th June, 1782, that he ſailed from Madras, with the Chapman, on the 9th of that month; that being apprehenſive of the enemy's fleet then at Tranquebar, he fixed, with Captain Walker's approbation, on an eaſt and by S° coaſt, as far as the middle of the Bay, which coaſt he ſteered, and then hauled to the ſouthward, to get acroſs the enemy's track, from the Coaſt to Acheen Head; that hard gales of wind from the ſouthward for three days drove them to the eaſtward; that they made the iſlands forming the north ſide of the Sanbroſe Channel, and would have gone within thoſe iſlands, but the fear of the French and Dutch cruizers between them and Acheen Head, made him tack and ſtand to the weſtward in hopes of weathering the iſlands, which it was thought by himſelf and Captain Walker they had accompliſhed on the 23d; that they then tacked, and having from noon, when their obſerved latitude was nine degrees thirty-ſix minutes north, run twenty miles ſouth by eaſt and ſouth, their reduced latitude at ſun-ſet was nine degrees nineteen minutes north, that there was then no appearance of the Carnicobars, although he remarked the land is high and the north end laid down nine degrees twenty-five minutes north, and by their account at noon it bore eaſt by ſouth thirty leagues, ſo that he had not the moſt diſtant apprehenſion of danger. That, however, about half paſt three o'clock land was diſcovered, which they firſt attempted to weather by a preſs of ſail; but this not ſucceeding they endeavoured to tack, but before they could get the after-ſails trimmed, the ſhip ſtruck at about a quarter paſt four o'clock, and the next morning parted.

And the Committee ſubmitted to the determination of the Court whether, from theſe circumſtances, the Owners of the Earl of Dartmouth are, or are not entitled to that preference of building, without waiting her turn, which is given by the 41ſt By-Law to ſhips unavoidably loſt. Vide App. No. 469*.

The Committee likewiſe reported, that they have only further to obſerve, that ſo far as reſpects the conduct of Mr. Geed and the other ſurviving officers, the Committee ſee no objection to their being again employed in the Company's ſervice.

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AT A COURT OF DIRECTORS,

Held on Tueſday the 15th February, 1785.

A report from the Committee of Shipping, dated the 11th inſt. being read, ſtating the reſult of their enquiry into the loſs of the Earl of Dartmouth, and ſubmitting to the Court, whether from the circumſtances therein-mentioned the Owners of that ſhip are, or are not entitled to that preference of building, without waiting her turn, which is given by the 41ſt By-Law to ſhips unavoidably loſt; alſo obſerving, that ſo far as reſpects the conduct of Mr. Geed the chief mate, and the other ſurviving officers, the Committee ſee no objection to their being again employed in the Company's ſervice.

Ordered, That the further conſideration of the ſaid report be deferred till to-morrow.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 16th February, 1785.

The Court now, according to order of yeſterday, proceeding to take into further conſideration the report from the Committee of Shipping of the 11th inſt. reſpecting the loſs of the late ſhip Earl of Dartmouth.

The ſaid report was approved.

It was moved, That the Owners of the Earl of Dartmouth be permitted to build, without waiting her turn.

And the queſtion being put thereon, the ſame paſſed in the negative.

AT A COURT OF DIRECTORS,

Held on Tueſday the 22d February, 1785.

Vide App. No. 466.

The requeſt of Mr. Nicholas Skottowe, for leave to build a new ſhip on the bottom of the Bridgewater, being read,

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 24th February, 1785.

The Committee taking into conſideration which ſhould be the ſeven ſhips allowed to build for the ſervice of the ſeaſon, 1786, under the ſanction of the orders of Court of the 12th October laſt, 21ſt December, 19th and 21ſt January, and 16th inſt. and likewiſe conſidering the ſeveral references of Court of the 21ſt December laſt, 27th January, and 22d inſt. on the applications of the Owners of the Princeſs Royal, Bridgewater and Prime, reported, as their opinion, to the Court,

Vide App. No. 457, 463, 466.

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That John Hyndman, Eſq. be permitted to build a ſhip on the bottom of the Latham.

Henry Boulton, Eſq.	on the Hawke
William Moffat, Eſq.	Duke of Athol
George Ramſay, Eſq.	Fairford
John Raymond, Eſq.	Duke of Kingſton
Alexander Hume, Eſq.	Princeſs Royal
John Durand, Eſq.	Duke of Grafton

And it appearing to the Committee, for reaſons ſimilar to thoſe offered in their report of the 19th laſt month, that it may be attended with beneficial conſequences to the Company, as well as to the Owners, to determine, even at this time, what ſhips ſhould be built for the ſervice of 1787; likewiſe reported, as their opinion, that ſeven ſhips be built for that ſeaſon, that the Bridgewater, Prime, Lord Holland, Earl of Dartmouth, Duke of Portland and Lord North be conſidered as ſix of thoſe ſhips, and that leave be given accordingly, to

Nicholas Skottowe, Eſq. to build on	the bottom of the Bridgewater
Charles Dundas, Eſq.	Prime
Robert Williams, Eſq.	Lord Holland
Pinſon Bonham, Eſq.	Duke of Portland
John Durand, Eſq.	Lord North

That the conſideration by whom a ſhip, in the room of the Earl of Dartmouth, ſhould be built, be deferred till the Committee have an opportunity of examining into the different claims ſet up for building on that bottom.

That the naming of the ſeventh ſhip be likewiſe poſtponed for the preſent; that the ſeveral ſhips before-mentioned be built of the dimenſions ordered on the 1ſt December, 1779, and 5th laſt month; and as it was required by the order of Court of 11th ult. that the keels of new ſhips ſhould be laid within ſix months after permiſſion has been granted for that purpoſe, and that the ſhips ſhould be launched within twelve months more, or elſe to be ſubject to the condition therein ſtated; the Committee offered, as their opinion, that for the ſhips for the ſeaſon 1786, leave be conſidered as granted from 30th April, 1785; and for thoſe for the ſeaſon, 1787, as being granted on the 31ſt March, 1786.

And that the ſame be ſignified by the Secretary accordingly, to the Owners of the ſeveral ſhips mentioned in this report.

AT A COURT OF DIRECTORS,

Held on Tueſday the 1ſt March, 1785.

A report from the Committee of Shipping, dated the 24th ult. being read,

Reſolved, That the following Owners be permitted to build on the bottoms of the under-mentioned ſhips for the ſeaſon 1786, viz.

John Hyndman, Eſq.	on the Latham
Henry Boulton, Eſq.	Hawke
William Moffat, Eſq.	Duke of Athol

George Ramſay, Eſq. on the Fairford
John Raymond, Eſq. Duke of Kingſton
Alexander Hume, Eſq. Princeſs Royal
John Durand, Eſq. Duke of Grafton

That ſeven ſhips be built for the ſeaſon 1787.

That the Bridgewater, Prime, Lord Holland, Earl of Dartmouth, Duke of Portland, and Lord North be conſidered as ſix of thoſe ſhips; and

That leave be accordingly given to Nicholas Skottowe, Eſq. to build on the bottom of the Bridgewater,

Charles Dundas, Eſq. on the Prime
Robert Williams, Eſq. Lord Holland
Pinſon Bonham, Eſq. Duke of Portland
John Durand, Eſq, Lord North

That the conſideration by whom a ſhip, in the room of the Earl of Dartmouth, ſhould be built, be deferred till the Committee have an opportunity of examining into the merits of the different claims ſet up for building on that bottom.

That the naming of the ſeventh ſhip be likewiſe poſtponed for the preſent.

That the ſeveral ſhips before-mentioned be built of the dimenſions ordered on the 1ſt December, 1779, and 5th of laſt month.

That for the ſhips for the ſeaſon 1786, leave be conſidered as being granted from the 30th April, 1785, and for thoſe for the ſeaſon 1787, as being granted on the 31ſt March, 1786; and

That the ſame be ſignified by the Secretary accordingly, to the Owners of the ſeveral ſhips above-mentioned.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 2d March, 1785.

Vide App. No. 467.

The requeſt of Mr. William Moffat, for leave to build a ſhip in the room of the Duke of Athol, for the ſeaſon 1785, being read,

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Monday the 14th March, 1785.

Vide App. No. 467.

The Committee having taken into conſideration the reference of Court of the 2d inſt. on the requeſt of William Moffat, Eſq. to build a ſhip in the room of the Duke of Athol, for the ſeaſon 1785, ſhe being next in turn to the five already ordered to be built.

The Committee reported, that it appears the Court's firſt orders on the 12th October laſt, were for ſix ſhips to be built for the ſeaſon 1785, ſtating, that the Earl of Dartmouth ſhould be one of them, provided her loſs appeared to have been unavoidable; that the Court, on the 16th February, reſolved, that the Earl

of Dartmouth ſhould not be permitted to build without waiting her turn, whereby the number for the year 1785 was reduced to five ſhips; that the Duke of Athol is one of the ſhips permitted to be built for the year 1786, and ſtands next in turn, as a loſt ſhip, to the Earl of Dartmouth.

The Committee therefore ſee no objection againſt Mr. Moffat's requeſt, in behalf of the Owners, being complied with.

AT A COURT OF DIRECTORS,

Held on Monday the 14th March, 1785.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That William Moffat, Eſq. have leave to build a ſhip in the room of the Duke of Athol, for the ſeaſon 1785.

AT A COURT OF DIRECTORS,

Held on Monday the 22d March, 1785.

On reading the requeſt of the Owners of the late ſhip Earl of Dartmouth, Vide App. No. 468.

Ordered, That Mrs. Jane Willſon be permitted to build a new ſhip on the bottom of the late ſhip Earl of Dartmouth.

On reading a letter from Sir Charles Raymond, Bart. on behalf of the Owners of the Earl of Talbot, tendering that ſhip to the Company for a voyage to India, on the ſame terms as the ſhips already taken up for this ſeaſon, engaging that ſhe ſhall be ready to be diſpatched by the firſt week in June next. Vide App. No. 469.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND, TRADING TO THE EAST-INDIES,

Held on Wedneſday the 23d March, 1785.

The Chairman acquainted the Court, that it is appointed at this Court to conſider of the propriety of repealing the 41ſt By-Law.

The ſaid By-Law was read. Vide App. No. 469*.

It was then moved, and on the queſtion,

Reſolved, That the 41ſt By-Law be repealed, ſubject to the confirmation of a future General Court.

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AT A COURT OF DIRECTORS,

Held on Tueſday the 29th March, 1785.

Vide App. No. 471. No. 470.

On reading a letter from Sir Charles Raymond, Bart. dated this day, in anſwer to the Secretary's of the 25th inſt. declining, on behalf of the Owners of the Earl of Talbot, to let that ſhip upon any other terms than thoſe actually ſubſiſting.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Friday the 1ſt April, 1785.

On a motion,

Reſolved by the ballot, That the ſhip Earl Talbot, Captain Robert Taylor, be taken up at the freights of the preſent ſeaſon, and ſtationed for Coaſt and China.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 27th April, 1785.

On a motion,

Ordered, that tenders for ſhips to be entertained in the Company's ſervice the enſuing ſeaſon, be received on Wedneſday the 11th May next, and that notice thereof be given agreeably to the draught of a publication now read and approved, viz.

"Eaſt-India Houſe, 27th April, 1785."

"The Court of Directors of the United Company of Merchants of England, trading to the Eaſt-Indies, do hereby give notice: That they are ready to receive propoſals at any time on or before the 11th of May next, from any perſons, on what terms and conditions they are willing to let their ſhips to China and all parts of India for the enſuing ſeaſon, to be chartered at builders contract tonnage, and the kintledge to be conſidered as part thereof; each propoſal being made by two of the Owners and Captain in writing, expreſſing therein the names of all the Owners, alſo the builders contract tonnage of the ſhip; and that the ſame be ſeverally ſealed up, and left with the Secretary, in order to be laid before this Court."

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 4th May, 1785.

Vide App. No. 472.

Letter from Captain Thomas Warner, in the abſence of Captain Oliver, dated 3d inſt. accompanying an eſtimate of the expences of building, outfit, and other charges of an Eaſt-India ſhip fit for ſea, agreeable to the ſtanding order of Court of the

4th September, 1783, being read, the Committee made the following report to the Court, viz.

The Court having, on the 4th September, 1783, ordered, "That the Committee of Shipping do prepare an eſtimate of the "expence of building, outfit, and other charges of an Eaſt-India "ſhip fit for ſea, and that the ſame be laid before the Court "the firſt week in May every year." The Committee, in conſequence thereof, do report, that an eſtimate has been prepared accordingly by the Maſter-Attendant, and that the ſame, upon the preſent prizes, amounts to £18,858. But the Committee beg leave to obſerve, that probably there will be a difference in ſeveral articles of the outfit of a ſhip, between the preſent period and the uſual time of conferring with the Owners for the freight of their ſhips; the preſent eſtimate, dated the 3d inſtant, and ſigned by Captain Warner, Aſſiſtant Maſter-Attendant, accompanies this report, and is ſubmitted to the conſideration of the Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 4th May, 1785.

The Committee of Shipping by a report, dated this day, now read, offering to the Court an eſtimate of the expences of building, outfit, and other charges of an Eaſt-India ſhip fit for ſea, at the preſent market prices, amounting to the ſum of £18,858. the Committee obſerving, that probably there will be a difference in ſeveral articles of the outfit of a ſhip, between the preſent period and the uſual time of conferring with the Owners for the freight of their ſhips.

The ſaid eſtimate was read. Vide App. No. 472.

AT A COMMITTEE OF SHIPPING,

On Friday the 6th May, 1785.

A report of the progreſs of ſhips building for the Company's ſervice, dated this day, and ſigned by Mr. Ferguſon, was laid before the Committee. Vide App. No. 473.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 11th May, 1785.

The tenders of the following ſhips being now opened, were read, viz. Vide App. No. 474.

The Valentine	Capt. John Lewis
Berrington	John Johnſton
Earl of Cheſterfield	Bruce Boſwell
Walpole	Henry Churchill
Contractor	William Mackintoſh
Sulivan	Stephen Williams
Vanſittart	Richard Lewin, jun.
General Goddard	Thomas Foxall

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The Middleſex		Capt. John Rogers
Europa		William Applegath
Pigot		Robert Morgan
Foulis		George Blachford
Southampton		John Lennox
Hillſborough		William Hardcaſtle
Lord Camden		Nathaniel Dance
Earl of Mansfield		William Fraſer
Halſewell		Richard Pierce
Earl of Oxford		John White
Earl Cornwallis		Burnet Abercombie
London		John Eaſtabrooke
New ſhip in the room of the Fortitude		Charles Gregorie
Ditto	Earl of Hertford	Daniel Clarke
Ditto	Groſvenor	George Simſon

each ſhip being propoſed to be let at builders contract tonnage, on the following terms of freight, viz.

China direct, Coaſt and China, and Bencoolen	at £29. per ton.
Bombay - -	30.
Coaſt and Bay - -	31.

demorage at 10*d.* per ton per day on 500 tons, and the immediate payment of all demorage that ſhall become due at the time the ſhip ſhall leave her laſt port in England; and alſo to be allowed demorage for the whole time of the ſhips detention at any port or place where ſhe may be detained on the Company's account, or waiting for convoy.

To be impreſſed at 50*s.* per ton on the builders contract tonnage; and after the ſhip's arrival at her firſt conſigned port in India, the Company to advance to the Owners on the ſame conditions as the impreſs paid in England £200. per month, until diſpatched for Europe, at the following rates of exchange, viz.

The current rupee - -	at	2*s.* 1*d.*
Bombay ditto - -		2 3
Star pagoda - -		7 4
Spaniſh dollar - -		5 0

The Company to pay all advance of wages above 26*s.* per month.

To pay the diet of the ſoldiers from the time of their firſt coming on board until the ſhip's final departure from her laſt port in England, at 1*s.* per head per day, and to be allowed the ſame during her ſtay in any port during her voyage out and home; and alſo to pay the paſſage of the ſoldiers after the rate of £13. per head.

In caſe the ſhip ſhould carry any troops from one port to another in India, the Owners to be paid for thoſe troops after the uſual rate, at the place where they are landed; but in caſe the Company's Agents ſhould not be able to pay the Captain there, that they do give him a bill on the Company in England on reſpondentia terms.

The ſhip to carry kintledge in proportion as 80 tons are to 657 tons burthen, the ſaid kintledge to be reckoned as part of the ſhip's

ſhip's tonnage, and to be paid for by the Company at whole freight.

The freight to be punctually paid agreeably to the expreſs terms of the Charter-Party.

The new ſhip in the room of the Queen, Captain Peter Douglas, tendered upon the ſame terms as ſhall be agreed upon by the Company and the Managing Owners of the other ſhips, to be taken up this ſeaſon. Vide App. No. 475.

The Royal Biſhop, Captain William Mears, tendered on the ſame terms as the regular ſhips. Vide App. No. 474.

The Hinchinbrooke, Captain Arthur Maxwell, tendered on the ſame terms as the Royal Biſhop.

The new ſhip in the room of the Duke of Athol, Captain James Rattray, tendered at the following freights, viz. Vide App. No. 476.

To China direct - Coaſt and China, and Bencoolen -	at £28. per ton.
Bombay - -	29.
Coaſt and Bay - -	30.

in all other reſpects on the terms of the regular ſhips; and

The Kent, Captain James Williamſon, tendered on the ſame terms as the new ſhip in the room of the Duke of Athol.

On reading two letters from Sir Richard Hotham, dated this day, one tendering a new ſhip building on the bottom of the York, for the Company's ſervice. Vide App. No. 477.

The other offering the ſhip York, Captain J. A. Blanſhard, for a fifth voyage, at £29. per ton to China direct, Coaſt and China, Bencoolen and China, or Bencoolen; £30. per ton to Bombay; and £31. to Coaſt and Bay, or what may be the price agreed on for the preſent year; ſubject in all other reſpects to the Charter-Party of the preſent year. Vide App. No. 478.

Ordered, That the ſaid tenders and letters be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

The requeſt of Mr. Thomas Boddam for leave to build a new ſhip on the bottom of the Morſe, being alſo read, Vide App. No. 479.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Friday the 20th May, 1785.

On reading a letter from Mr. Nicholas Skottowe, ſignifying, that the new ſhip building on the bottom of the Bridgewater, for the ſeaſon 1786, can be got ready for the ſeaſon 1785, and that if the Court ſhould want the ſhip for that ſeaſon, the Owners will tender her upon the ſame terms as may be agreed upon for the other ſhips of the year. Vide App. No. 480.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

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AT A COURT OF DIRECTORS,

Held on Wednesday the 25th May, 1785.

Vide App. No. 474. Tender of the ship Neptune, Captain George Scott, on the same terms as the ships tendered on the 11th inst. being opened and read,

Ordered, That it be referred to the Joint Committee of Correspondence and Shipping, to examine and report.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Thursday the 26th May, 1785.

The following papers were read, viz.

Vide App. No. 474, 475, 476. The several tenders of ships for the service of the ensuing season, referred by the Court on the 11th and 25th instant.

Vide App. No. 478, Letter from Sir Richard Hotham, dated and referred the 11th inst. offering the ship York for a fifth voyage.

Vide App. No. 477. Another letter from Sir Richard Hotham, dated and referred as above, intimating, that he has contracted for a ship of the Company's dimensions, to stand in her frame till the Court's order is given to build on the bottom of the York, which ship is very forward and can be launched in September next if required, but is entitled to stand on the stocks for one or two years to come.

Vide App. No. 480. Letter from Nicholas Skottowe, Esq. dated 12th and referred the 20th inst. signifying that the new ship building on the bottom of the Bridgewater for the year 1787, can be got ready for the year 1785, to launch in the month of December or January next.

Vide App. No. 472. Estimate of building, and the expence of fitting out a new ship of 755 $\frac{80}{94}$ tons burthen, signed by Captain Thomas Warner, in the absence of Captain Oliver, dated 3d, and read in Court 4th inst. and

Vide App. No. 481. Captain Warner's account, in the absence of Captain Oliver, of the difference in the prices of building and fitting out a new ship of 755 $\frac{80}{94}$ tons, between the years 1784 and 1785, dated the 3d instant.

Captain Oliver was called in, and examined respecting the above estimates.

And the Committee having debated some time on the subject of the freights proper to be given for the ensuing season, made the following report to the Court, viz.

Pursuant to references of Court of the 11th and 25th inst. the Committee considered the tenders of the several ships offered for the service of the ensuing season; and having had before them the estimate of the outfit of a ship prepared by the proper officer, the Committee, upon very mature deliberation, do offer, as their opinion, that the following freights are proper

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to be given to the different parts, and that the ſhips in all other reſpects be taken up on the ſame terms as laſt year, viz.

To China direct	- -	£26. per ton.
St. Helena and China, Bencoolen and China, Coaſt and China	and - -	27.
Bombay	- -	28.
Coaſt and Bay	- -	29.

The Committee further offer, as their opinion, that if the above ſhould meet with the approbation of the Court, the ſame be ſignified to the Owners of the regular ſhips accordingly, and that they be deſired to meet a Joint Committee of Correſpondence and Shipping on this ſubject, on Tueſday next at twelve o'clock.

AT A COURT OF DIRECTORS,

Held on Friday the 27th May, 1785.

A report from the Joint Committee of Correſpondence and Shipping, dated the 26th inſt. being read,

Reſolved, That the following freights are proper to be given for the ſhips to be taken up for the ſeveral parts of India and for China this ſeaſon, and that the ſhips, in all other reſpects, be taken up on the ſame terms as laſt year, viz.

To China direct	- -	£26. per ton.
St. Helena and China, Bencoolen and China, Coaſt and China	and	27.
Bombay	- - -	28.
Coaſt and Bay	- -	29.

Ordered, That the above reſolution be ſignified to the Owners of the regular ſhips accordingly, and that they be deſired to meet a Joint Committee of Correſpondence and Shipping on this ſubject, on Tueſday next, at twelve o'clock.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Tueſday the 31ſt May, 1785.

Donald Cameron, James Farquharſon, Benjamin Hammett, Eſquires. Sir Richard Hotham. Jeff. Jackſon, David Mitchell, W. Moffat, W. Money, H. H. Pelly, Eſqrs. and Mr. J. Parry for John Durand and W. Nixon, Eſqrs.

The ſeveral Managing Owners whoſe names are ſtated in the margin, attending the Committee, agreeably to the reſolution of Court of the 27th inſtant, repreſented that upon the matureſt conſideration of the expences of fitting out their ſhips, they have not the leaſt reaſon to ſuppoſe they will fall ſhort of the amount of laſt ſeaſon; but with a view of accommodating themſelves, as much as poſſible, to the wiſhes of the Directors, and to bring the ſubject of freights to a ſpeedy concluſion, they agree to lett their ſhips, in every reſpect, upon the ſame terms as laſt year. And being withdrawn, the Committee reconſidered the freights which have been offered to the Owners, and after having debated thereon a conſiderable time, and the Committee having no reaſon to

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alter the opinion which they ſubmitted to the Court on the 27th inſtant, the Owners were again called in, and the ſame was ſignified to them accordingly; and, after a further conference, the Owners retired with an aſſurance of their re-conſidering the offer made them by the Court, and to meet the Committee again on this buſineſs next Thurſday, at one o'clock.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 1ſt June, 1785.

The following letters were read, viz.

Vide App. No. 482. From Mr. David Briſtow, dated the 30th ult. ſignifying that the Camden cannot be at home in time for this ſeaſon.

Vide App. No. 483. From Mr. W. Barnard, dated this day, offering a new ſhip of the dimenſions therein-mentioned for the Company's ſervice; and

Vide App. No. 484. From the Owners of the Tartar, tendering that ſhip to the Company for a voyage to India or China, upon ſuch terms as ſhall be agreed on for other ſhips this ſeaſon.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Thurſday the 2d June, 1785.

Donald Cameron, Eſq. Sir Richard Hotham. James Farquharſon, Jeff. Jackſon, David Mitchell, W. Money, H. H. Pelly, Eſqrs. and Mr. J. Parry for John Durand, and W. Nixon, Eſqrs.

The Owners named in the margin now attending agreeably to the appointment of the 31ſt of laſt month, entered into a conference with the Committee on ſome particular articles of expence, depending on the outfit of the ſhips, and after ſome time ſpent therein, the Owners withdrew, and

The Committee, upon a further examination of the eſtimate prepared by Captain Oliver, finding that a liberal allowance had been made for the articles alluded to, ſaw no reaſon to recede from the terms recommended to the Court in their report of the 26th inſtant, and

The Owners being again called in and acquainted with the Committee's ſentiments, they acceded thereto; and in conſequence thereof the Committee made the following report to the Court, viz.

The Committee having had two conferences with the Owners on the ſubject of the freights propoſed to be given for the ſhips of the enſuing ſeaſon, do report that the Owners have acquieſced in the terms offered by the Court on the 27th laſt month; and the Committee, therefore, recommend that the ſhips be taken up on thoſe terms accordingly.

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AT A COURT OF DIRECTORS,

Held on Thurſday the 9th June, 1785.

On reading a letter from the Owners of the Ponſborne, tendering that ſhip for the Company's ſervice, on the terms and conditions acceded to this year by the Owners in general. Vide App. No. 485.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

The Joint Committee of Correſpondence and Shipping, reporting under date the 2d inſt. that the Owners have acquieſced in the terms offered by the Court on the 27th of laſt month, and therefore recommending that the ſhips be taken up on thoſe terms accordingly,

Reſolved, That this Court do agree in opinion with the ſaid Committee.

Ordered, That it be referred to the Committee of Correſpondence, to conſider of the proper number of ſhips to be entertained in the Company's ſervice this ſeaſon, and to report.

Letter from Henry Boulton, Eſq. tendering the new ſhip in the room of the Worceſter, for this ſeaſon, inſtead of the year 1786, being read, Vide App. No. 486.

Ordered, That it be referred to the Committee of Correſpondence, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 15th June, 1785.

On reading a letter from ſundry Managing Owners of Shipping, requeſting that the balances due to them may be paid, and ſignifying their hope that, in future, the balances of ſhips accounts may not remain ſo long unliquidated. Vide App. No. 487.

Ordered, That it be referred to the Committee of Private Trade, to examine and report.

Letter from Mr. William Moffat, encloſing a paper ſigned by the majority of the Owners of the late ſhip Duke of Grafton, authorizing him to build a new ſhip in her room, purſuant to the Court's permiſſion given for that purpoſe, and praying the Court's concurrence for him to act under ſuch authority, being read, Vide App. No. 481, 489.

Ordered, That the ſaid papers be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 22d June, 1785.

On reading a letter from Robert Preſton, Eſq. dated the 21ſt inſt. offering to repair the ſhip Lord North for a voyage to India or China, in caſe the Court ſhould need her ſervice; alſo Vide App. No. 490.

Note

Vide App. No. 491. Note from Mr. Southcombe, tendering a ſhip of 1100 tons burthen for the Company's ſervice.

Ordered, That the ſaid letter and note be referred to the Committee of Shipping, to examine and report.

AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND, TRADING TO THE EAST-INDIES,

Held on Wedneſday the 22d June, 1785.

It was moved, and on the queſtion,

Vide App. No. 469*. Reſolved, That this Court do confirm the repeal of the 41ſt By-Law.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 29th June, 1785.

Vide App. No. 492. On reading a letter from Meſſrs. Timothy and William Curtis, tendering the Stormont for a voyage to India or China.

Vide App. No. 493. Letter from Sir Richard Hotham, tendering the York for a fifth voyage, on the terms of the preſent year; and

Vide App. No. 494, 495. Requeſt of Mr. John Fiott, for payment of the extra expences incurred by the Owners of the Tartar, in conſequence of the Dutch war.

Ordered, That the above letters and requeſt be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Friday the 1ſt July, 1785.

Vide App No. 496. No. 497. Tenders of the ſhips Ganges and Hammett, being read,

Ordered, That the ſaid tenders be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Friday the 8th July, 1785.

Vide App. No. 498. A report of the progreſs of ſhips building for the Company's ſervice, dated the 5th inſt. and ſigned by Mr. Ferguſon, was laid before the Committee.

AT A COURT OF DIRECTORS,

Held on Friday the 8th July, 1785.

On reading a letter from Mr. George Richardſon, dated this day, ſignifying, that he has diſpoſed of all his intereſt in the ſhip Ganges, and

Tender

Tender of that ſhip for the Company's ſervice; and — Vide App. No. 499.

Tender of the Bridgewater, being alſo read, — Vide App. No. 496.

Ordered, That the ſaid letter and tenders be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 13th July, 1785.

Tender of the ſhip Royal Charlotte, Captain Joſiah Pryce, for a fifth voyage to India or China, and — Vide App. No. 500.

New ſhip building in the room of the York, being read, — Vide App. No. 501.

Ordered, That the ſaid tenders be referred to the Committee of Correſpondence, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 19th July, 1785.

The Committee purſuant to reference of Court of the 15th laſt month, taking into conſideration the requeſt of William Moffat, Eſq. to build on the bottom of the Duke of Grafton, being ſo authorized by the majority of Owners, notwithſtanding notice of leave to build has been tranſmitted to John Durand, Eſq. — Vide App. No. 488, 489.

Ordered, That copies of Mr. Moffat's requeſt, and the inſtrument from the majority of Owners encloſed therein, be forwarded to Mr. Durand, and that he be deſired to ſignify, if he has any objection to the ſame being complied with.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 20th July, 1785.

On reading tender of the ſhip Beſborough, Captain Alexander Montgomerie, — Vide App. No. 502.

Ordered, That it be referred to the Committee of Correſpondence, to examine and report.

The tenders of the following ſhips being alſo read, viz.

The Calcutta	Capt.	William Thomſon	Vide App. No. 502.
Naſſau		Arthur Gore	
New ſhip		George Millett	No. 503.
Pitt (late Fortitude)		Walter Carruthers	No. 504.

Ordered, That the ſaid tenders be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

On a motion,

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to conſider what number of ſhips may be wanted for the Company's employ, and to report.

AT A COURT OF DIRECTORS,

Held on Friday the 22d July, 1785.

Vide App. No. 505. Tender of the ſhip Britannia, Captain John Campbell, being read,

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 27th July, 1785.

Vide App. No. 506. The tender of the Sea Horſe, being read; alſo,

Vide App. No. 507. Letter from Meſſrs. S. Hartley and Co. tendering a ſhip for the Company's ſervice.

Ordered, That the ſaid tender and letter be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

Vide App. No. 508. On reading a tender of the new ſhip in the room of the Rochford, to be commanded by Captain James Tod.

Ordered, That the ſaid tender be referred to the Committee of Correſpondence, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 3d Auguſt, 1785.

Vide App. No. 494. 495. Purſuant to reference of Court of the 29th June laſt, the Committee conſidered the requeſt of John Fiott, Eſq. to be paid for extra expences incurred by the Owners of the Tartar, in conſequence of the declaration of hoſtilities againſt the States of Holland, which he underſtood was to be ſettled with the freight; and the Committee are of opinion, that agreeably to the plan on which the accounts of other ſhips, in the ſame ſituation, have been ſettled, the Owners be allowed the difference of inſurance on the outfit of the ſhip, eſtimating the amount at £13,500. which is nearly in the proportion as the tonnage of this ſhip is to the Blanford, at 15 guineas per cent. alſo for the difference in the prices of beef and pork, at 5s. per tierce; cordage at 3s. 6d. per cwt. and gunpowder £1. per barrel, amounting together as follows, viz.

Inſurance on £13,500. at 15 guineas per cent.		£2126.	5.
189 tierces beef and pork, a 5s. per tierce	-	47.	5.
370 cwt. cordage - a 3s. 6d. per cwt.		64.	15.
10 barrels gunpowder a £1. - -		10.	0.
		£2,248.	5.

But that the extra charges in the builders bill, difference in the price of plank, and extra expences for the hire of men, be not admitted.

AT

AT A COURT OF DIRECTORS,

Held on Wedneſday the 3d Auguſt, 1785.

On reading a letter from John Durand, Eſq. dated the 2d inſt. ſignifying, that on his return to London he ſhall reply to Mr. Coggan's letter reſpecting Mr. Van Millingen's claim to build a new ſhip on the bottom of the Duke of Grafton. Vide App. No. 509.

Ordered, That the above letter be referred to the conſideration of the Committee of Shipping.

Tender of the ſhip Barnſtaple, Capt. Robt. Davidſon, being read, Vide App. No. 510.

Ordered That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 10th Auguſt, 1785.

Letter from John Fiott, Eſq. ſtating the real amount of the outfit of the Tartar; and praying, that the Owners may receive the difference of inſurance on £20,000. inſtead of £13,500. as ordered on the 3d inſt. being read, Vide App. No. 511.

Reſolved, That this Committee do abide by their former opinion reſpecting the Tartar, and

The Committee's ſentiments on the ſums to be allowed the Owners, as ſtated in the minutes of that day, were now reported to the Court as follows:

Purſuant to reference of Court of the 29th June laſt, the Committee have conſidered the requeſt of John Fiott, Eſq. to be paid for extra expences incurred by the Owners of the Tartar, in conſequence of the declaration of hoſtilities againſt the States of Holland, which he underſtood was to be ſettled with the freight.

And are of opinion, that agreeably to the plan on which the accounts of other ſhips, in the ſame ſituation, have been ſettled, the Owners be allowed the difference of inſurance on the outfit of the ſhip, eſtimating the amount at £13,500. at 15 guineas per cent. Alſo for the difference in the prices of beef and pork, at 5s. per tierce; cordage, at 3s. 6d. per cwt. and gunpowder, at £1. per barrel; and that a warrant be made to the Owners for the ſum of £2248. 5s. being the amount thereof.

But that the extra charges in the builders bill, difference in the price of plank, and extra expence for the hire of men, be not admitted.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 10th Auguſt, 1785.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the Owners of the Tartar be allowed the increaſed difference of inſurance, on account of the Dutch war, on the outfit of the ſhip, eſtimating the amount at £13,500. at 15 guineas

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guineas per cent. alſo for the difference in the prices of beef and pork, 5*s.* per tierce; cordage, 3*s.* 6*d.* per cwt. and gunpowder, at £1. per barrel; and that a warrant be made out to the Owners for £2,248. 5*s.* being the amount thereof; but that the extra charges in the builders bill, difference in the price of plank, and extra expence for the hire of men, be not admitted.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 17th Auguſt, 1785.

Vide App. No. 512. Letter from Robert Preſton, Eſq. dated this day, ſignifying, that the ſhip Southampton, being condemned as irreparable, he begs leave to withdraw her tender, was read.

AT A COURT OF DIRECTORS,

Held on Friday the 19th Auguſt, 1785.

Vide App. No. 513. On reading a letter from Meſſrs. Lucas and Spencer, dated this day, begging leave to withdraw their tender of the ſhip Sea Horſe, but offering her in caſe the Company ſhould require more ſhips than are tendered.

Ordered, That it be referred to the conſideration of the Joint Committee of Correſpondence and Shipping.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 24th Auguſt, 1785.

Vide App. No. 514, 515, 516. Letter from John Durand, Eſq. dated the 11th inſtant, claiming a right to build on the bottom of the Duke of Grafton, under the conſent of the majority of living Owners, was read.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 31ſt Auguſt, 1785.

Vide App. 517. On reading a letter from Mr. Robert Williams, as attorney to Captain John Baird, repeating his application for leave to build a new ſhip on the bottom of the Rochford, and incloſing an inſtrument from the majority of the Owners, authorizing Captain Baird to make ſuch application.

Ordered, That it be referred to the conſideration of the Committee of Shipping.

AT A COURT OF DIRECTORS,

Held on Thurſday the 1ſt Sptember, 1785.

Vide App. No. 518. On reading a letter from Mr. William Moffat, ſtating his objections to the right claimed by Mr. Robert Williams, as attorney to Captain Baird, to build on the bottom of the Rochford.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Friday the 2d September, 1785.

On reading a letter from Robert Preſton, Eſq. offering the ſhip Southampton for one voyage to India or China. Vide App. No. 519.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A COMMITTEE OF CORRESPONDENCE,

The 14th July and 6th September, 1785.

Purſuant to a reference of Court of the 9th June, the Committee took into conſideration the proper number of ſhips to be entertained in the Company's ſervice the enſuing ſeaſon.

And the Committee offer it to the Court, as their opinion, that, for the preſent, thirty-ſeven ſhips be entertained for the enſuing ſeaſon.

And, that the following thirty-three ſhips be now taken up in part of the before-mentioned thirty-ſeven.

Ships.	Tons.	Commanders.
New ſhip in the room of the Queen	755	Capt. Peter Douglas
Ditto Worceſter	755	
Ditto Fortitude	755	Charles Gregorie
Ditto Groſvenor	755	George Simſon
Ditto Earl of Hertford	755	Daniel Clarke
Ditto Duke of Athol	755	James Rattray
Halſewell	758	Richard Pierce
Walpole	758	Henry Churchill
Earl of Oxford	758	John White, jun.
General Goddard	755	Thomas Foxall
Ganges	758	John Hamilton Dempſter
London	758	John Eaſtabrooke
Kent	755	James Williamſon
Ponſborne	758	William Hammett
Sulivan	755	Stephen Williams
Berrington	755	John Johnſton
Middleſex	755	John Rogers
Foulis	755	George Blachford
Europa	755	
Beſborough	870	Alexander Montgomerie
Vanſittart	758	Richard Lewin, jun.
Valentine	755	John Lewis
Hillſborough	755	William Hardcaſtle
Contractor	758	William Mackintoſh
Earl of Mansfield	758	William Fraſer
Neptune	758	George Scott

Ships that will be ready to launch before their appointed time.

New ſhip in the room of the Bridgewater	755	William Parker
Ditto York	755	John Atkinſon Blanſhard

Ship that was ſold after having performed two voyages only.

Southampton	758	

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Ship that was taken on her firſt voyage.

Ships.	Tons.	Commanders.
Pitt (late Fortitude) -	758	Capt. Walter Carruthers

Ships that have performed four voyages.

Lord North - -	758	
York - -	758	
Stormont - -	723	George Curtis

And the Committee offer it, as their further opinion, that the five laſt mentioned ſhips be taken up on the expreſs conditions of their being fitted, in every reſpect, to the ſatisfaction of the Company's officers.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 7th September, 1785.

A report from the Committee of Correſpondence, dated the 14th July laſt, and 6th inſtant, being read,

Reſolved by the ballot unanimouſly, That, for the preſent, thirty-ſeven ſhips be entertained for the enſuing ſeaſon; and,

That the following thirty-three ſhips be now taken up in part of the before-mentioned thirty-ſeven, viz.

Ships.	Tons.	Commanders.
New ſhip in the room of the Queen	755	Capt. Peter Douglas
Ditto Worceſter -	755	
Ditto Fortitude -	755	Charles Gregorie
Ditto Groſvenor -	755	George Simſon
Ditto Earl of Hertford -	755	Daniel Clarke
Ditto Duke of Athol -	755	James Rattray
Halſewell - -	758	Richard Pierce
Walpole - -	758	Henry Churchill
Earl of Oxford -	758	John White, jun.
General Goddard -	755	Thomas Foxall
Ganges - -	758	John Hamilton Dempſter
London - -	758	John Eaſtabrooke
Kent - -	755	James Williamſon
Ponſborne - -	758	William Hammett
Sulivan - -	755	Stephen Williams
Berrington - -	755	John Johnſton
Middleſex - -	755	John Rogers
Foulis - -	755	George Blachford
Europa - -	755	
Beſborough - -	870	Alexander Montgomerie
Vanſittart - -	758	Richard Lewin, jun.
Valentine - -	755	John Lewis
Hillſborough -	755	William Hardcaſtle
Contractor - -	758	William Mackintoſh
Earl of Mansfield -	758	William Fraſer
Neptune - -	758	George Scott

Ships that will be ready to launch before their appointed time.

New ſhip in the room of the Bridgewater	755	William Parker
Ditto York - -	755	John Atkinſon Blanſhard

Ship that was ſold after having performed two voyages only.

Southampton -	758	

Ship

Ship that was taken on her firſt voyage.

Ships.	Tons.	Commanders.
Pitt (late Fortitude) -	755	Capt. Walter Carruthers

Ships that have performed four voyages.

Lord North - -	758	
York - -	758	
Stormont - -	723	George Curtis

And that the five laſt mentioned ſhips be taken up on the expreſs conditions of their being fitted, in every reſpect, to the ſatisfaction of the Company's officers.

On a motion,

Ordered, That it be referred to the Committee of Shipping to conſider how far it may be neceſſary to give the Owners leave to build a further number of ſhips for the ſervice of the Company.

On reading a letter from Mr. Abel Chapman, tendering the ſhip Chapman, Captain William Dawſon, for a voyage to India or China, at the current freight. Vide App. No. 520.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 7th September, 1785.

The Committee having conſidered what ſteps are neceſſary to to be taken to ſecure a proper number of ſhips for the exports of the ſeaſon 1786, are of opinion, that twelve new ſhips, with thoſe expected to arrive, will be a ſufficient number, and in conſequence thereof recommended to the Court, that the Owners of the ſix new ſhips which were intended to have been ſent out in the year 1787, be deſired to get them in readineſs to be employed for the ſervice of the next year.

AT A COURT OF DIRECTORS,

Held on Friday the 7th September, 1785.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That for the reaſons therein-mentioned, the Owners of the ſix new ſhips, which were intended to have been ſent out in the year 1787, be deſired to get them in readineſs, to be employed for the ſervice of next year.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 13th September, 1785.

The Committee taking into conſideration the different claims ſet up by Robert Williams, Eſq. [as attorney to Captain Baird] and of William Moffat, Eſq. to build on the bottom of the ſhip Rochford, the following papers were read, viz.

Requeſt

Vide App. No. 402. Requeſt of Mrs Jane Willſon, referred 5th December, 1783.
No. 442. Captain John Baird, 10th September, 1784.
No. 441. Mrs. Jane Willſon, — Ditto
No. 444. William Moffat, Eſq. 29th Ditto

Vide App. No. 443. Notification of the Owners of the Rochford, that Mr. Moffat is appointed Managing Owner of that ſhip, referred by order of Court, 29th September, 1784.

No. 517. Requeſt of Robert Williams, Eſq. 31ſt Auguſt, 1785.
No. 518. Letter from Mr. Moffat 1ſt inſtant.

After ſome time ſpent in examining the above papers, Mr. Moffat and Mr. Williams were ſeverally called in, when the former, in further ſupport of his claim, laid before the Committee a bill of ſale to Mrs. Jane Willſon from Mr. Henry Joſeph, dated 10th October, 1783, of one-eighth part of the ſhip Rochford; alſo a liſt of the names of the Owners, and the ſhares by them reſpectively held when the laſt dividend was paid.

Vide App. No. 521.

Vide App. No. 522.

Vide App. No. 523. Mr. Williams delivered an account current of Captain Baird with Mr. Henry Joſeph, to prove that Mr. Joſeph had previouſly diſpoſed of that ſhare to Captain Baird.

And being withdrawn, the Committee agreed to adjourn the further conſideration till ſuch time as Mr. Joſeph can meet the Committee, and any further papers ſhall be produced in ſupport of the claims of either party.

Vide App. No. 488, 489. The Committee likewiſe taking into conſideration the reference of Court of the 15th of June laſt, on the claim of William Moffat, Eſq. to build on the bottom of the Duke of Grafton; alſo letter from John Durand, Eſq. on that ſubject, referred the 3d laſt month; and another letter from that gentleman, with two encloſures, which were read in this Committee on 24th of laſt month.

No. 509.

No. 514, 515, 516.

Ordered, That Mr. Durand be deſired to tranſmit a liſt of the names of the Owners, and of the ſhares by them reſpectively held at the time the laſt dividend on the ſhip Duke of Grafton was made, and that Mr. Durand be deſired to tranſmit the other papers alluded to in his laſt letter.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 14th September, 1785.

Vide App. No. 524. Letter from John Clements, Eſq. dated the 9th inſtant, requeſting, that the Royal Charlotte may be taken up for a fifth voyage, was read.

AT A COURT OF DIRECTORS,

Held on Thurſday the 15th September, 1785.

Vide App. No. 525. On reading the requeſt of the Owners of the Earl of Sandwich, for leave to build another ſhip on her bottom, to be commanded by Captain John Wordſworth.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 20th September, 1785.

The Committee proceeding further into the conſideration of the claims made for building on the bottoms of the ſhips Rochford and Duke of Grafton, the following papers were read, viz.

Letter from William Moffat, Eſq. dated 19th inſt. encloſing the following papers, in further proof of the Owners claims for building on the Rochford, viz. — Vide App. No. 526.

A certificate of Richard Benyon, Eſq. dated 9th October, 1783, as an Owner of one-ſixteenth ſhare, authorizing Mrs. Willſon, the then Managing Owner, ſo far as he is concerned, to build a new ſhip in the room of the Rochford. — Vide App No. 527.

Opinion of council and ſtate of the caſe reſpecting Mr. Joſeph's ſhare, dated 16th inſt. and — Vide App. No. 528.

Affidavit of Mr. Henry Joſeph, ſworn before the Lord Mayor, 17th inſt. relative to his ſhare of the Rochford. — Vide App. No. 529.

An account of dividends paid to the Owners, dated 13th inſt. and ſigned by W. Moffat, Eſq. was again laid before the Committee. — Vide App. No. 522.

Letter from John Durand, Eſq. dated 19th inſt. was read, ſignifying, that agreeably to the deſire of the Committee, he has encloſed the following papers relative to the late ſhip Duke of Grafton, and ſtating his remarks thereon, viz. — Vide App. No. 530.

Liſt of the names of the Owners, and their reſpective ſhares, who were paid by Mr. Durand their laſt dividend in Auguſt, 1783. — Vide App. No. 531.

Copies of letters from Mr. M. Van Millingen to John Durand, Eſq. dated the 1ſt and 16th February, 1785, marked A and B. — Vide App. No. 532, 533.

Copies of letters from Meſſrs. Venables, Buggin, and Bleaſdale, dated 29th April, and 24th May, 1785, marked C and D, ſeverally compared with the originals, by Meſſrs. William Nixon and Edward Parry. — Vide App. No. 534, 535.

And the Committee having debated ſome time thereon, agreed to adjourn the further conſideration.

AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND, TRADING TO THE EAST-INDIES,

Held on Wedneſday the 21ſt September, 1785.

The Deputy Chairman acquainted the Court, that it was propoſed at this Court to alter, repeal or ſuſpend the 39th By-Law for three years.

The ſaid By-Law was read, and it was, on a motion being made,

Reſolved, That the 39th By-Law be ſuſpended for three years.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 27th September, 1785.

Letter from Robert Williams, Eſq. dated this day, requeſting, as attorney to Captain Baird, to have a copy of Mr. Joſeph's affidavit, — Vide App. No. 536.

fidavit, and copies of ſuch letters as have been ſent relative to the prejudice of Captain Baird's right to build on the bottom of the Rochford, was read.

The Committee proceeding further in their enquiry reſpecting the diſputed claims to build on the bottom of the Rochford, Mr. Henry Joſeph was called in, and being examined reſpecting the ſum of £200. ſtanding as a credit in Captain Baird's account with him, he ſaid it was a ſum preſented him by Captain Baird, as a compliment for having voted for his appointment to the command, that when it was in contemplation to diſpoſe of his ſhares to Captain Baird, it was inſiſted, that the above ſum ſhould be conſidered as ſo much paid on acuount; that having frequently preſſed Captain Baird to ſettle the buſineſs, and having only received evaſive anſwers, he diſpoſed of his property in the ſhip to Mrs. Willſon.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 28th September, 1785.

The following report was made to the Court, viz.

The Committee taking into conſideration the ſeveral references of Court on the requeſt to build on the bottom of the ſhip Rochford, and having had the parties before them, and received ſeveral papers in ſupport of their different claims, the Committee meet with ſo many difficulties and intricacies in the inveſtigation of this buſineſs, that they are induced to report, as their opinion, that the Court do with-hold their permiſſion for building on the bottom of the ſhip Rochford till the diſpute is ſettled between the contending parties.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 28th September, 1785.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That this Court will with-hold their permiſſion for building on the bottom of the ſhip Rochford, until the diſpute between the contending parties claiming to build thereon ſhall be ſettled.

Vide App. No. 537. On reading a letter from William Moffat, Eſq. dated this day, ſtating that the Calcutta is in ſo bad a ſtate that the Owners decline fitting her for a voyage to India, therefore deſiring to withdraw her tender, and offering a new ſhip on her bottom, which will be launched in January next, for the Company's ſervice, on the terms of the other ſhips of this ſeaſon.

Ordered, That it be referred to the ſaid Committee, to examine and report.

AT A COURT OF DIRECTORS,

Held on Thurſday the 29th September, 1785.

Vide App: No. 538. Letter from Mr. Coll. Roddam, tendering the ſhip Ravenſworth for the Company's ſervice, being read,

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 5th October, 1785.

On reading the requeſt of Mr. Gilbert Slater, that the Court would re-conſider the deciſion by which the Owners of the late ſhip Pacifick are precluded from building on that ſhip's bottom, Vide App. No. 539.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 19th October, 1785.

Report of the progreſs of ſhips building for the Company's ſervice, dated 12th inſtant, and ſigned by Mr. Gilbert Ferguſon, was laid before the Committee. Vide App. No. 540.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 19th October, 1785.

On reading a letter from the Owners of the Royal Biſhop, tendering that ſhip for a ſecond voyage to India or China, Vide App. No. 541.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

On reading the memorial of Mr. George Thomſon, praying the Court to ſuſpend giving permiſſion to build on the bottom of the Calcuttta, or employing any other ſhip in her ſtead, until the deciſion of the Court of Chancery on the claims of the memorialiſt, reſpecting his right to the bottom of that ſhip, ſhall be known; alſo Vide App. No. 542.

Letter from Sir Richard Hotham, dated the 12th inſt. ſubmitting to the Court the juſtice of taking up the ſhip York, at her builders meaſurement, Vide App. No. 543.

Ordered, That the ſaid memorial and letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 20th October, 1785.

Letter from John Cowan, Eſq. and Captain William Mears, referred the 19th inſt. ſtating that the ſhip Royal Biſhop has been ſold at public ſale, and again bought by ſeveral of the Owners who before held ſhares in that ſhip, and offering her for a voyage to India on the ſame terms as the other ſhips of this ſeaſon, was read. Vide App. No. 541.

The Committee took into conſideration the reference of Court of the 28th of laſt month, on the letter from William Moffat, Eſq. repreſenting that the Calcutta is ſo bad that the Owners decline Vide App. No. 537.

fitting

fitting her for a voyage to India, and offering a new ſhip on that bottom, to be launched in the month of January next. The Committee likewiſe conſidered the requeſt of Captain George Thomſon, referred the 19th inſt. ſtating that the huſbanding the old ſhip was held in truſt for him, and deſiring that leave to build may be ſuſpended for the preſent.

Vide App. No. 542.

Mr. Moffat having alſo laid before the Committee the conſent of the majority of Owners for his building on the Calcutta. The Committee, on conſulting the Company's Solicitor thereon, reported their opinion to the Court, that upon Mr. Moffat's engaging that the ſhip ſhall be launched in the month of January next, ſhe be taken up for one voyage only; and, if the preſent claim ſhould be adjuſted, that the Calcutta be then grafted on the general liſt of ſhips in the ſervice.

Vide App. No. 544, 545.

AT A COMMITTEE OF CORRESPONDENCE,

The 26th October, 1785.

The Committee offer it to the Court, as their opinion, that the following ſhips be taken up, viz.

Ships.	Tons.	Commanders.
The Earl Cornwallis -	755	Capt. Burnet Abercrombie
Pigot - -	758	Robert Morgan
Royal Charlotte -	758	Joſiah Pryce
New ſhip in the room of the Calcutta - -	755	William Thomſon

AT A COURT OF DIRECTORS,

Held on Wedneſday the 26th October, 1785.

A report from the Committee of Shipping, dated the 20th inſt. being read,

Reſolved, That upon Mr. William Moffat's engaging that the new ſhip in the room of the Calcutta ſhall be launched in the month of January next, ſhe be taken up for one voyage only; and, if the preſent claim ſhould be adjuſted, that the Calcutta be then grafted on the general liſt of ſhips in the ſervice.

A report from the Committee of Correſpondence, dated this day, being read,

Reſolved by the ballot, That the following ſhips be taken up and ſtationed for China, viz.

Ships.	Tons.	Commanders.
The Earl Cornwallis -	755	Capt. Burnet Abercrombie
Pigot - -	758	Robert Morgan
Royal Charlotte -	758	Joſiah Pryce
New ſhip in the room of the Calcutta -	755	William Thomſon

AT

AT A COURT OF DIRECTORS,

Held on Wedneſday the 2d November, 1785.

Letter from Mr. William Moffat, ſignifying that the new ſhip in the room of the Calcutta, cannot be got ready for this ſeaſon, was read. Vide App. No. 546.

Letter from Mr. James Farquharſon, ſtating his reaſons for requeſting that the Court will conſider him as the Managing Owner of the new ſhip, building in the room of the Prime, being read, Vide App. No. 547.

Ordered, That the above letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 8th November, 1785.

The following reports were made to the Court.

The Committee having taken into conſideration the reference of Court of the 5th laſt month, on the requeſt of Gilbert Slater, Eſq. that the Court would re-conſider their deciſion, whereby the Owners are precluded from building on the bottom of the Pacifick; and, having examined the ſeveral tranſactions reſpecting this ſhip, do find that by the 41ſt By-Law it was ordained, that if after the reduction of the tonnage to 45,000 tons, a Commander ſhould die on the ſhip's fourth voyage, the bottom to drop. Vide App. No. 539. Vide App. No. 469*.

That Captain Barclay, of the Pacifick, died the 14th Auguſt, 1774, the ſhip being then abroad on her fourth voyage, and the tonnage, at that period in the ſervice, about 50,000 tons.

That immediately preceding the arrival of the Pacifick, which was on the 17th September, 1775, the tonnage was reduced to between 44 and 45,000 tons.

That on the late Mr. Slater's application to build on the bottom, it was pronounced by a report from this Committee on the 3d May, 1780, and confirmed by another report on the 17th of that month, that the ſaid ſhip under the 41ſt By-Law, was a lapſed bottom.

That the ſhip Deptford, which Mr. Slater mentions as a precedent in favour of his preſent requeſt, was on the 8th November, 1776, pronounced a lapſed bottom, in conſequence of the death of Captain Tryon, who commanded her on her fourth voyage, but on re-conſidering that reſolution on the 10th December, 1779, the Owners were allowed to build a ſhip in her room.

That the Groſvenor, another ſhip alluded to by Mr. Slater, was loſt on her laſt voyage, and the Commander, it is ſuppoſed, did not long ſurvive that misfortune; the Owners of which ſhip experienced the Court's indulgence, by being permitted, on the 21ſt December, 1784, to build on that bottom.

That the 41ſt By-Law was repealed on the 23d March, and 22d June laſt, and

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That the Pacifick is the only bottom which is now pronounced lapſed under that By-Law.

The Committee, after ſtating theſe facts, beg leave to obſerve, that as the reduction of the tonnage when this By-Law was made, was an object with the Legiſlature as well as the Company, it is poſſible the ſpirit of the By-Law might be more conſidered than the ſtrict letter of it; this By-Law is now repealed, and as the preſent extenſion of the Company's trade muſt neceſſarily employ a greater number of ſhips, the Committee apprehend this conſideration, in addition to the facts before ſtated, may induce the Court to comply with Mr. Slater's requeſt, and permit him to build a ſhip on the Pacifick's bottom, to be conſidered in turn to be taken up for the ſeaſon 1787.

The Committee in conſequence of the reference of Court of 10th Auguſt laſt, have examined into the loſs of the ſhip Major, by fire off Culpee, 22d April 1784, and having had before them the copy of the examination by a Board of Enquiry, held at Calcutta on 29th November, 1784, by order of the Governor General and Council, with the Board's unanimous opinion thereon. It appears, that in the act of fumigating the ſhip, to deſtroy the vermin, with which the ſhip was greatly infeſted, the ſaltpetre took fire, by which means the ſhip blew up and was entirely deſtroyed. It likewiſe appears, that Mr. John Barfoot, the Chief Mate, was the commanding officer on board at that time, and the act of fumigating the ſhip was carried on under his directions, in conſequence of orders he had received before from his commander; and, that neither Captain Arthur, Mr. Barfoot, or the Surgeon, appear to have been acquainted with the inflammable properties of ſaltpetre in its crude ſtate.

In regard to the Owners building on the bottom of the Major, the Committee offer to the Court, as their opinion, that this ſhip ſhould be among the firſt which may have leave to build for 1787.

As the tonnage taken up this ſeaſon for the imports from China greatly exceed what this Committee could have had in contemplation on the 12th October, 1784, when they ſubmitted to the Court, that not leſs than ſeventy ſhips were at that time neceſſary for the Company's ſervice; and as it will be prudent to avoid, in future, the inconveniencies which may reſult from employing ſhips, after they have performed their four regular voyages, or taking up others not built purpoſely for the ſervice.

The Committee with this view offer, as their opinion, that it will be proper to have three ſets of ſhipping of about thirty each ſet.

That the number of ſhips building for 1786, with thoſe expected to arrive, will be ſufficient for the exports of next ſeaſon.

And that it may be proper for the Court to give leave to the next eight ſhips to build, and to be conſidered in turn for the year 1787, in this number the Committee mean to include the Pacifick; alſo the Rochford, if the diſputed claim for building on the latter ſhould be determined between the different parties in time. The ſhip Duke of Grafton, partly under the ſame deſcription will, if that conteſted point is ſettled, be conſidered under the Court's preſent orders as a ſhip of 1786.

The Committee having, purſuant to reference of Court of the 19th October laſt, conſidered the letter from Sir Richard Hotham; ſubmitting to the Court the juſtice of chartering the York, at 867 tons, her builders meaſurement; do report, that the York is preciſely under the ſame predicament with the ſhips Lord North, Royal Charlotte, Southampton and Stormont, which ſhips having compleated their voyages, or been ſold out of the ſervice, are this year, under the preſſing demand for tonnage, again taken into the ſervice, and chartered at the ſame tonnage as on former voyages, notwithſtanding it falls greatly ſhort of their actual meaſurement. That the new ſhips which are built under the dimenſions ſettled by the Court, meaſure near 800 tons, and are nevertheleſs conſtantly chartered at 755 tons. For theſe reaſons, and the conſideration that the Court's acquieſcence in Sir Richard's requeſt, would be introducing a preſident which might operate much againſt the intereſt of the Company, the Committee offer, as their opinion, that his requeſt be not complied with.

Vide App No. 543.

AT A COURT OF DIRECTORS,

Held on Tueſday the 8th November, 1785.

A certificate that the attachment lately made in the Company's hands of the monies and effects of William Thomſon, William Moffat, and others, Owners of the Calcutta, at the ſuit of Sir Charles Raymond, Bart. was withdrawn on the 5th inſt. being laid before the Court,

Ordered, That the proper officers do take the neceſſary care therein.

Two reports from the Committee of Shipping, dated this day, being read,

Reſolved, That the requeſt of Sir Richard Hotham for the ſhip York, to be chartered at 867 tons, her builders meaſurement, be not complied with.

Reſolved, That Gilbert Slater, Eſq. be permitted to build a ſhip on the bottom of the Pacifick, to be conſidered in turn, to be taken up for the ſeaſon 1787.

The Committee of Shipping in another report, alſo dated this day, and now read, ſtating to the Court, that having examined into the loſs of the ſhip Major, by fire off Culpee, the 22d April, 1784, it appears that in the act of fumigating the ſhip, to deſtory the vermin, with which ſhe was greatly infeſted, the ſaltpetre took fire, by which means the ſhip blew up, and was entirely deſtroyed. That Mr. John Barfoot, the Chief Mate, was the commanding officer on board, at that time, and the act of fumigating the ſhip was carried on under his directions, in conſequence of orders he had received before from his commander, and that neither Captain Arthur, Mr. Barfoot, nor the Surgeon, appear to have been acquainted with the inflammable properties of ſaltpetre in its crude ſtate.

Reſolved,

Reſolved, That this Court do approve the ſaid report, and that conformably to the latter part thereof, the ſhip Major be among the firſt which may have leave to build for 1787.

The Committee of Shipping, in a further report, likewiſe dated this day, and now read, offereng to the Court, as their opinion, that it will be proper to have three ſets of ſhipping, of about thirty each ſet.

That the number of ſhips building for 1786, with thoſe expected to arrive, will be ſufficient for the exports of next ſeaſon.

And that it may be proper for the Court to give leave to the next eight ſhips to build, and to be conſidered in turn for the year 1787, including in that number the Pacifick; alſo the Rochford, if the diſputed claim for building on the latter ſhould be determined between the different parties in time; and that the ſhip Duke of Grafton, partly under the ſame deſcription, will, if that conteſted point be ſettled, be conſidered under the Court's preſent order, as a ſhip of 1786.

Reſolved, That this Court do agree in opinion with the ſaid Committee.

Vide App. No. 548. On reading the requeſt of Alexander Hume, Eſq. for leave to build on the bottom of the Fox,

Vide App. No. 549. Letter from Mr. James Dundas, requeſting the Court will poſtpone, for a few days, their determination or Mr. Farquharſon's application for leave to build on the bottom of the Prime; and ſtating, that under the Court's permiſſion, addreſſed to Charles Dundas, Eſq. a keel is now actually laid on the bottom of that ſhip; alſo

Vide App. No. 550. Letter from Meſſrs. Anthony Brough and Thomas Brown, tendering the ſhips Olive Branch, and Wyndham for the Company's ſervice.

Ordered, That the ſaid requeſt and letters be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 16th November, 1785.

Vide App. No. 551. On reading a letter from Meſſrs. Anthony Brough and Thomas Brown, ſtating the advantages which will ariſe from the Company's accepting their tender of two ſhips for China,

Vide App. No. 552. Letter from the Owners of the Tartar, renewing the tender of that ſhip,

Vide App. No. 553. Letter from Mr. William Curtis, tendering the ſhip L'Actionnaire, for the Company's ſervice,

Vide App. No. 554. Letter from Meſſrs. Camden and Calvert, tendering the ſhip Ranger,

Letter

Letter from Sir Richard Hotham, ſtating ſeveral reaſons in ſupport of his claim for the ſhip York, to be taken up at her builders meaſurement; and Vide App. No. 555.

Letter from Mr. Charles Dundas, dated the 11th inſtant, ſignifying that in conſequence of the Court's permiſſion, he has contracted with a builder for a new ſhip in the room of the Prime, the keel of which is laid; Vide App. No. 556.

Ordered, That the above letters be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Tueſday the 22d November, 1785.

On reading a letter from Meſſrs. Anthony Brough and Thomas Brown, requeſting an anſwer to the late tender of two ſhips for the Company's ſervice, and offering them for ſale to the Company, in caſe it ſhould be more convenient to purchaſe them, Vide App. No. 557.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 23d November, 1785.

The Committee having taken into conſideration the reference of Court of the 16th inſt. on the letter from Sir Richard Hotham, ſtating ſeveral reaſons in ſupport of his claim, that the York may be taken up at her builders meaſurement; and the Committee having likewiſe very maturely reconſidered their report of the 8th inſt. on a former requeſt from Sir Richard Hotham, on the ſame ſubject, the Committee reported to the Court, that they ſee no reaſon to depart from the opinion which they then ſubmitted to the Court, that Sir Richard's requeſt be not complied with. Vide App. No. 555.

AT A COURT OF DIRECTORS,

Held on Wednſday the 23d November, 1785.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That this Court ſee no reaſon to depart from their opinion, that the requeſt of Sir Richard Hotham for the ſhip York to be taken up at builders meaſurement, be not complied with.

AT A COMMITTEE OF SHIPPING,

On Friday the 25th November, 1785.

Purſuant to references of Court of the 8th, 16th, and 22d inſt. the Committee conſidered the letters from Meſſrs. Anthony Brough and Thomas Brown, offering the ſhips Marquis of Lanſ- Vide App. No. 550, 551, 557.

down of 760 tons, and the Wyndham of 750 tons builders meaſurement, for a voyage to China, at £22 per ton, to be navigated by the uſual number of men, and to be commanded by gentlemen properly qualified according to the rules of the ſervice; and ſignifying that thoſe ſhips were built at Archangel in 1783; alſo requeſting an anſwer to their propoſals as ſoon as can be conveniently determined; and ſhould it be found a greater ſaving to the Company to buy thoſe ſhips, they offer them for ſale, with all their ſtores and materials in the ſtate they now are for £4500. each, and ſtating the ſaving it would be to the Company, and the advantage gained by the ſurplus tonnage:

And the Committee reported, as their opinion, to the Court, that the tenders of the ſhips Marquis of Lanſdown and Wyndham be not accepted, being built of fir, and on that account are not ſo eligible for the Company's employ as ſhips built of oak, and thoſe purpoſely for the ſervice.

AT A COMMITTEE OF CORRESPONDENCE,

The 25th November, 1785.

The Committee offer it to the Court, as their opinion, that the ſhip Royal Biſhop, 720 tons, Captain William Mears, be taken up for China direct, in the room of the new ſhip, building on the bottom of the Calcutta, as it appears the latter cannot be got ready in time.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 30th November, 1785.

A report from the Committee of Shipping, dated the 25th inſt. being read,

Reſolved, That the tenders of the ſhips Lanſdown and Wyndham be not accepted, thoſe ſhips being built of fir, and on that account not ſo eligible for the Company's employ as ſhips built of oak, and thoſe purpoſely for the ſervice.

A report from the Committee of Correſpondence, dated the 25th inſt. being alſo read,

Reſolved unanimouſly, That the ſhip Royal Biſhop, 720 tons, Captain William Mears, be taken up for China direct, in the room of the new ſhip building on the bottom of the Calcutta, as it appears the latter cannot be got ready in time.

AT A COURT OF DIRECTORS,

Held on Tueſday the 6th December, 1785.

Vide App. No. 558.

Letter from Mr. A. Brough, dated the 2d inſt. being read, ſtating that he will undertake to ſave to the Company £150,000. per annum in freight, and that ſhould his propoſal be ſpeedily accepted, he purpoſes to have 40 ſail of ſhips ready to proceed to India next ſeaſon;

Ordered,

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 7th December, 1785.

The following report was made to the Court.

Purſuant to references of Court of the 6th inſt. and this day, the Committee have conſidered the letters from Anthony Brough, Eſq. offering to build in Great Britain, for the Company's ſervice, eighty ſhips (or as many as the ſervice may require) at the following rates of freight, viz. Vide App. No. 558, 559.

To China alone	£22. per ton	for the 1ſt and 2d voyages.
Madras and China	23.	
All other parts	24.	
and		
To China alone	£20. per ton	for the 3d and 4th voyages.
Madras and China	21.	
All other parts	22.	

by which he ſtates that the Company will make a ſaving in their freights of £150,000. per annum.

The Committee therefore have directed the proper officers to prepare for their information, the contracts for ſhips of 755 tons and 1000 tons, particularizing the uſual mode of conſtructing and repairing the ſaid ſhips, the dimenſions of their maſts and yards, the ſails, rigging, anchors, and cables, with their reſpective weights and ſizes, and the neceſſary ſtores of all ſorts to be put on board to guard againſt accidents upon ſuch long voyages, the number of hands by which they are to be navigated, and the officers and tradeſmen employed on board according to the eſtabliſhed rules of the ſervice.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 7th December, 1785.

The Committee of Shipping, in a report dated this day, now read, ſtating that they have conſidered the letter from Anthony Brough, Eſq. referred to them on the 6th inſt. and that they have directed ſundry papers therein-mentioned to be prepared for his information;

Reſolved, That the Committee of Shipping be deſired to deliver the ſaid papers to Mr. Brough accordingly.

AT A COURT OF DIRECTORS,

Held on Tueſday the 13th December, 1785.

On reading ſeveral requeſts,

Ordered, That the papers mentioned in the requeſts of Mr. William Moffat and Mr. Robert Williams, be produced on the arbitration, as to the right of building on the bottom of the Rochford. Vide App. No. 560, 561.

The

Vide App. No. 562. The requeſt of Mr. William Moffat, for leave to build two ſhips on the bottoms of the Reſolution and Calcutta, being read, alſo

Vide App. No. 563. Letter from Mr. James Margetſon, tendering a ſhip for the Company's ſervice;

Ordered, That the above requeſt and letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 20th December, 1785.

Vide App. No. 564. An account of the progreſs of ſhips building for the Company's ſervice, dated the 13th inſt. and ſigned by Mr. Gilbert Ferguſon, was laid before the Committee.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 21ſt December, 1785.

Vide App. No. 565. On reading a letter ſigned by the Owners of Shipping, referring to their letter of the 15th June laſt, and requeſting that the Court will comply with the ſame;

Ordered, That it be referred to the Committee of Private Trade, to examine and report.

Vide App. No. 566. On reading a letter from Mr. A. Brough, offering a ſhip for the Company's ſervice, on the terms ſpecified in his late tender; alſo,

Vide App. No. 567. The requeſt of Mr. Charles Dundas, that the Company's Surveyors may be directed to examine the keel of the new ſhip, building by him, in the room of the Prime, in order that the ſame may be compleated;

Ordered, That the ſaid letter and requeſt be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF PRIVATE TRADE,

On Friday the 30th December, 1785.

Vide App. No. 277. The Committee reſumed the conſideration of the allowances proper to be required from the Owners of the ſhips taken up in the year 1782 (agreeable to a clauſe inſerted in the Charter-Parties of that ſeaſon) in reſpect of the ſaving in the premium of inſurance at the commencement of the peace, and an eſtimate of the expences of a ſhip's outfit, which was laid before the Joint Committee of Correſpondence and Shipping, at the time of taking up the ſaid ſhips, in which the inſurance is ſtated at 40 per cent. and to cover the premium being referred to, the ſaid clauſe in the Charter-Party, being read and conſidered, and all the circumſtances of the caſe duly weighed,

Vide App. No. 267.

Reſolved,

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Reſolved, That a report be drawn out, with the aſſiſtance of the Solicitor, ſtating to the Court the particulars of the proceedings on taking up the ſhips of the ſeaſon 1782, and of the ſaving to the Owners in the article of inſurance, by the peace taking place, previous to the ſhips ſailing; and, that a propoſal ſhould be made to the Owners to ſettle the accounts with the following allowances to the Company, viz.

£. 6000	for each ſhip	on her	firſt voyage
5000	ditto	-	ſecond ditto
3800	ditto	-	third ditto
1900	ditto	-	fourth ditto

AT A COURT OF DIRECTORS,

Held on Friday the 30th December, 1785.

On reading a letter from Mr. A. Brough, tendering the ſhip Madona for the Company's ſervice; and, Vide App. No. 568.

Letter from Meſſrs. Timothy and William Curtis, tendering the ſhip True Briton for a voyage to China; Vide App. No. 569.

Ordered, That they be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 4th January, 1786.

The Committee having in a report of the 7th of laſt month, acquainted the Court that they had conſidered the letters from Anthony Brough, Eſq. offering to build eighty ſhips for the Company's ſervice, on the terms therein-mentioned, and had directed the proper officers to prepare contracts and other particulars reſpecting the ſtores and the number of perſons to navigate the ſhips, according to the eſtabliſhed rule of the ſervice; ſubmitted to the Court's conſideration the following papers, laid before them by Capt John Oliver, and Mr. Gabriel Snodgraſs, in conſequenee thereof, viz.

An eſtimate of the expence of building and fitting out a ſhip of 1000 tons, for the Company's ſervice; Vide App. No. 570.

An eſtimate of the difference in the expences of fitting out a ſhip of 755 tons, and one of 1000 tons; No. 571.

Contract for building a ſhip of 799 tons, chartered by the Company at 755 tons; and No. 572.

Contract for a ſhip of 1000 tons. No. 573.

AT A COMMITTEE OF PRIVATE TRADE,

On Wedneſday the 4th January, 1786.

Purſuant to references of Court of the 15th June, and 21ſt December laſt, on two letters ſigned by ſeveral Managing Owners of Shipping, and addreſſed to the Chairman; the former ſtating, that notwithſtanding the ſtipulations in Charter-Party reſpecting the payment of freight, ſeveral large balances remain unliquidated upon ſhips that have been at home between two and three years Vide App. No. 565.

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or upwards, and desiring that orders may be given for the payment of their demands; and the latter referring to the former letter, and desiring it may be taken into consideration, and that their request may be complied with; the said letters were read, and the Committee finding that several ships accounts are, at this time, unsettled; but that the greatest part of the freight has been paid to the Owners of all the ships, except those which arrived in the year 1785 (none of which have been cleared quite eight months) and that the cause of the accounts not being finally closed, and the balances paid is, that at the death of the late Clerk to the Committee, the business of the freight office was considerably behind; that since his death, not only the business has increased, but there have been fewer persons to conduct it, and only two who have been long enough in the office to acquire such a knowledge in it as to be able to give any assistance in the material part. It also appearing to the Committee that there are several other branches in that office, exclusive of making up the ships freights, but which are so connected with it, as to make it impossible to separate them; and which also, owing to the inexperience of the junior part of the office, have been transacted by the Clerk to the Committee, and the person immediately under him; and, consequently, prevent that progress which he would otherwise be able to make in the ship's accounts. The Committee having considered the above circumstances,

Agreed, To report the same to the Court, and that being desirous of giving the Owners every relief in their power, on the subject of their letters, they have given directions to their Clerk to proceed with the utmost diligence in the business of settling the accounts, and to give it, upon all occasions, the preference to all other business whatever, till they shall be compleated; or, at least, brought into as great forwardness as the nature of them will admit.

AT A COURT OF DIRECTORS,

Held on Wednesday the 4th January, 1786.

The Committee of Shipping, in a report dated this day, submitting to the Court's consideration several papers laid before them by Captain John Oliver and Mr. Gabriel Snodgrass, in consequence of the letters from Anthony Brough, Esq. offering to build eighty ships for the Company's service,

Ordered, That the said papers do lay for the Court's consideration till next week.

Vide App. No. 574.

On reading a letter from George M. Macaulay, Esq. requesting the Court's indulgence for a few more days, for the repairs of the Pitt,

Ordered, That it be referred to the Committee of Shipping, to examine and report.

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AT A COMMITTEE OF SHIPPING,

On Wedneſday the 11th January, 1786.

An account of the progreſs of ſhips building for the Company's ſervice, dated the 6th inſt. and ſigned by Mr. Gilbert Ferguſon, was laid before the Committee. Vide App. No. 575

The Committee, in conſequence of the reference of Court of the 4th inſtant, conſidered the letter from George M. Macaulay, Eſq. requeſting the Court's indulgence for fourteen days more, for the repairs of the Pitt, and reported, as their opinion, to the Court, that Mr. Macaulay's requeſt be complied with; on condition of the Owners being anſwerable for any inconvenience or bad conſequence that may ariſe to the Company thereby. Vide App. No. 574.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 11th January, 1786.

The Court taking into conſideration the papers ſubmitted to them laſt week from the Committee of Shipping, on the ſubject of Mr. Brough's propoſals;

Ordered, That the Secretary do tranſmit to Mr. Brough, copies of the Charter-Parties of ſhips of 755 and 1000 tons, together with an account of the quantity of proviſions and ſtores uſed in ſhips of that tonnage.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That fourteen days more be allowed for the repairs of the Pitt, the Owners being anſwerable for any inconvenience that may ariſe to the Company thereby.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 18th January, 1786.

Letter from Anthony Brough, Eſq. dated this day, being read, earneſtly deſiring an anſwer to his tender of the 7th December; Vide App. No. 576.

Ordered, That it be referred to the conſideration of the Committee of the whole Court, to be held on Friday next.

Letter from Meſſrs. Timothy and William Curtis, dated this day, renewing their tender of the ſhip True Briton, which is now ready for the Surveyors inſpection; and Vide App. No. 577.

Thomas Newby, Eſq. dated this day, tendering the ſhip Prince George, burthen 700 tons, to the Company, being read, Vide App. No. 578.

Ordered, That the ſaid letters be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

On reading a letter from the Managing Owners of Shipping, dated this day, ſubmitting to the Court, that they ſhould be allowed an increaſe of freight, if the importation of China-ware

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is to be diſcontinued, and adviſing the Court not to diſcontinue the ſame.

Ordered, That it be referred to the Joint Committee of Warehouſes and Shipping, to examine and report.

AT A COMMITTEE OF THE WHOLE COURT,

The 20th January, 1786.

The following papers were read, viz.

The order of Court of the 18th inſtant.

Letters from Mr. Brough of the 2d and 7th ultimo.

Vide App. No. 558, 559. A report from the Committee of Shipping, of the 7th ult. and the minutes of Court of the ſame day.

A report from the Committee of Shipping, of the 4th inſt. and the minutes of Court of the 4th and 11th inſt.

Vide App. No. 576. A letter from Mr. Brough of the 18th inſt.

It was then on a motion,

Reſolved, That it is the opinion of this Committee, that an advertiſement be drawn up to receive tenders, for ſhips to be taken up the enſuing ſeaſon.

The following advertiſement was approved, viz.

"East-India Houſe, 20th January, 1786."

"The Court of Directors of the United Company of Merchants of England, trading to the Eaſt-Indies, do hereby give notice: That they are ready to receive propoſals, in writing, at any time on or before the 3d of February next, from any perſons, on what terms and conditions they are willing to let their ſhips to China and all parts of the Eaſt-Indies, for one or more voyages, to be chartered at builders contract tonnage, and the kintledge to be conſidered as part thereof; and that the ſame be ſeverally ſealed up, and left with the Secretary, in order to be laid before this Court."

AT A COURT OF DIRECTORS,

Held on Friday the 20th January, 1786.

The Chairman reported from the Committee of the whole Court, that they had agreed to the following advertiſement, which was read and approved, viz.

"East-India Houſe, 20th January 1786.

"The Court of Directors of the United Company of Merchants of England, trading to the Eaſt-Indies, do hereby give notice: That they are ready to receive propoſals, in writing, at any time on or before the 3d February next, from any perſons, on what terms and conditions they are willing to let their ſhips to China, and all parts of the Eaſt-Indies, for one or more voyages, to be chartered at builders contract tonnage, and the kintledge to be conſidered as part thereof; and that the ſame may be ſeverally ſealed up and left with the Secretary, in order to be laid before this Court."

AT A COURT OF DIRECTORS,

Held on Wedneſday the 25th January, 1786.

On reading a letter from Mr. Godfrey Thornton, dated the 24th inſt. tendering a ſhip, captured from the French, for the Company's ſervice, and deſiring to be informed of the dimenſions, &c. of new ſhips to be built, in future, for the Company's ſervice;

Ordered, That the proper officer do furniſh Mr. Thornton with the information ſpecified in his letter. Vide App. No. 579.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Friday the 27th January, 1786.

The following tenders of ſhips being read, viz.

	Tons.		Vide App.
Tartar - -	494	By Mr. John Fiott	No. 484, 552.
Hammet -	715	Richard Dowding	No. 497.
Naſſau - -	723	Robert Williams	No. 474.
New ſhip, if lengthened, 658 tons	571	William Barnard	No. 483, 403.
Britannia - -	500	Duncan Campbell	No. 505.
A ſhip of -	764	S. Hartley and Co.	No. 507.
Barnſtaple -	1100	Thomas Southcomb	No. 491.
Chapman -	538	Abel Chapman	No. 520.
Ravenſworth, late Sea Horſe frigate	519	Collingwood Roddam	No. 538.
L'Actionnaire -	1400	Timothy and Wm. Curtis	No. 553.
Ranger - -	600	Camden and Calvert	No. 554.
A ſhip of -	720	James Margetſon	No. 563.
Madona - -	530	Anthony Brough, 1ſt tender	No. 566.
Ditto -	512	Ditto, 2d ditto	No. 568.
True Briton	758	Timothy and Wm. Curtis	No. 569.
Prince George -	700	Thomas Newby	No. 578.

Ordered, That Captain Oliver and Mr. Snodgraſs be directed to ſurvey the above ſhips, and to make their report to this Committee as ſoon as they poſſibly can.

AT A COMMITTEE OF CORRESPONDENCE,

The 27th January, 1786.

The Committee offer it to the Court, as their opinion, that two ſhips be taken up and ſtationed for Coaſt and Bay, and three for China; in addition to thoſe taken up for the preſent ſeaſon.

AT A COURT OF DIRECTORS,

Held on Friday the 27th January, 1786.

On reading a report from the Committee of Correſpondence, dated this day,

Reſolved, That two ſhips be taken up and ſtationed for Coaſt and Bay, and three for China; in addition to thoſe taken up for the preſent ſeaſon.

Vide App. No. 580. Letter from the Owners of Shipping, on the ſubject of the Court's late advertiſement for tenders, was read.

Vide App. No. 581. Draught of the Secretary's letter in anſwer thereto, was read and approved.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 1ſt February, 1786.

Vide App. No. 582, 583, 584. On reading two letters from Mr. Anthony Brough, dated the 28th ultimo, and this day, the former tendering the ſhips Olive Branch and Wyndham, for China alone, at £22. per ton, and the latter repeating his former tender of two ſhips on the 7th December laſt.

Vide App. No. 585. Letter from Mr. Abel Chapman, tendering the ſhip Chapman to China direct, at £21. per ton; to Madras and China, at £22. per ton, and to Bengal, at £23. per ton.

Vide App. No. 586. Letter from Mr. John Munt, tendering the ſhip Huſſar, for the Company's ſervice, at the ſame rate as other ſhips that may be taken up, and,

Vide App. No. 587. Letter from Mr. George Burnett, tendering the ſhip Barnſtable (which will be in Bengal river in April or May) for a voyage from thence to China, at £20. per ton.

Ordered, That the ſaid letters be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Thurſday the 2d February, 1786.

The following letters were read, viz.

Vide App. No. 582. From Anthony Brough, Eſq. referred the 1ſt inſt. renewing his tender of the Marquis of Lanſdown and Wyndham, for China alone, at £22. per ton:

Vide App. No. 587. From Mr. George Burnett, Attorney to the Owners of the Barnſtaple, referred the 1ſt inſt. (which ſhip will be in the river Hooghly in April or the beginning of May) is ſubſtantially built, copper bottomed, and can bring home 1000 to 1100 tons, at £20. per ton, and will be ready to ſail from China in a reaſonable time after

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after the Governor-General and Council ſhall ſignify to the Owners the conſent of the Honorable Court to his propoſals:

From Abel Chapman, Eſq. referred 1ſt inſt. offering the ſhip Chapman at the following freights, viz. Vide App. No. 585.

To China direct	-	£21. per ton
Coaſt and China	-	22.
Bengal	- -	23.

From Mr. John Munt, referred the 1ſt inſt. tendering the ſhip Huſſar, frigate built, about 600 tons, for India or China, at ſuch rate per ton as other ſhips may be taken up: Vide App. No. 586.

From Mr. Theo. Pritzler, tendering the ſhips Phœnix, of 620 tons, late a French frigate; and the Earl of Chatham, river built, 600 tons, on the ſame terms as have been given this ſeaſon: and Vide App. No. 588.

From Mr. William Mathews, offering the ſhip Wylmington, built at Surat, in the Eaſt-Indies, burthen 430 tons; and the ſhip Charlotte, built in the river, 340 tons, for one voyage to China, at £22. per ton; or, for two voyages certain, at £21. per ton, ſubject to the Company's regulations in the outfit. Vide App. No. 589.

A report of the ſhips inſpected by Captain Oliver and Mr. Snodgraſs, in conſequence of this Committee's orders of the 27th inſt. was alſo read, and Vide App. No. 590.

Mr. Snodgraſs being called in and examined, reſpecting the ſtate and condition of the above ſhips, was directed to ſurvey the under-mentioned ſhips, and make his report to the Committee to-morrow, viz.

The Marquis of Lanſdown
Wyndham
York (not tendered) and
Earl of Chatham

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Friday the 3d February, 1786.

The Committee reſuming the conſideration of the ſeveral tenders of ſhips laid before them on the 27th ult. and 2d inſt. came to the following reſolutions, viz.

Reſolved, That the following ſhips are proper to be taken up for the Company's ſervice, viz.

	Tons.
True Briton - -	758
New ſhip, tendered by Mr. Barnard	571
Chapman - - -	538
Madona - - -	512
Ravenſworth - - -	519
Ranger - - -	600

Reſolved,

Reſolved, That £22. per ton is a proper freight to be given for ſhips to China, and £23. per ton to Bengal, ſhould any ſhips be ſent there.

Reſolved, That the Owners of ſuch ſhips as may be taken up for China, do engage that their ſhips ſhall be ready to ſail from Graveſend, on or before the 1ſt of April next, and if they do not then leave Graveſend, they be ſubject to demorage till 7th April; and ſhould they remain at Graveſend beyond the 7th April, the contract between the Company and Owners be void.

Reſolved, That ſuch ſhips as may be taken up under 755 tons, ſhall carry kintledge, be allowed demorage, private trade to commanders and officers, and the number of men and guns in proportion to the tonnage of a ſhip of 755 tons.

And the ſame were reported to the Court.

The following tenders were opened and read, viz.

Vide App. No. 591. From Mr. Peter Melliſh, dated this day, tendering the Queen Charlotte, burthen 500 tons, on the terms eſtabliſhed this ſeaſon, and

Vide App. No. 592. From Meſſrs. Charles Staniforth and Philip Green, under the ſame date, tendering the ſhip York, of 750 tons, for a voyage to China, at £22. per ton.

Vide App. No. 593. Mr. Solicitor Smith attending the Committee, and being deſired to examine the act of parliament relative to fir built ſhips, declined giving his opinion on an affair of ſuch conſequence; the Committee then deſired Mr. Smith would, as ſoon as poſſible, obtain counſel's opinion thereon.

AT A COMMITTEE OF CORRESPONDENCE,

The 3d February, 1786.

The Committee offer to the Court, as their opinion, that the following ſhips be taken up, on the terms and conditions ſtated in the report from the Joint Committee of Correſpondence and Shipping, under this day's date, viz.

	Tons.
Chapman - - -	538
Ravenſworth - - -	519
Ranger - - -	600

AT A COURT OF DIRECTORS,

Held on Friday the 3d February, 1786.

Vide App. No. 594. Letter from Mr. William Leighton, tendering the ſhip Lord Shelburne for the Company's ſervice, being read,

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

A report from the Joint Committee of Correſpondence and Shipping, dated this day, being read,

Reſolved,

Reſolved, That the following ſhips are proper to be taken up for the Company's ſervice, viz.

	Tons.
True Briton - - -	758
New ſhip, tendered by Mr. Barnard	571
Chapman - - -	538
Madona - - -	512
Ravenſworth - -	519
Ranger - - -	600

That £22. per ton freight be given for ſhips to China, and £23. per ton to Bengal, ſhould any ſhips be ſent thither.

That the Owners of ſuch ſhips as may be taken up, do engage that their ſhips ſhall be ready to ſail from Graveſend on or before the 1ſt of April next, that if they do not then leave Graveſend, they be ſubject to demorage till the 7th April; and ſhould they remain at Graveſend beyond the 7th April, the contract between the Company and the Owners be void.

That ſuch ſhips as may be taken up, under 755 tons, ſhall carry kintledge, be allowed demorage, private trade for commanders and officers, and the number of men and guns in proportion to the tonnage of a ſhip of 755 tons, and all ſurplus tonnage at half freight.

A report from the Committee of Correſpondence, dated this day, being likewiſe read,

Reſolved by the ballot, That the following ſhips be taken up, on the terms and conditions ſtated in the report from the Joint Committee of Correſpondence and Shipping, under this day's date, viz.

	Tons.
Chapman - -	538
Ravenſworth - -	519
Ranger - -	600

On reading a letter from Meſſrs. Timothy and William Curtis, ſignifying that they have diſpoſed of the ſhip True Briton to Capt. Leſtock Wilſon; alſo — Vide App. No. 595.

Letter from Mr. Wilſon, tendering that ſhip for a voyage to China, at £22. per ton. — Vide App. No. 596.

It was, on a motion,

Reſolved by the ballot, That the True Briton, be alſo taken up for the Company's ſervice, on the terms mentioned in the ſaid report from the Joint Committee of Correſpondence and Shipping.

On reading a letter from Mr. Coll. Roddam, dated this day, ſignifying that ſhould the ſhip Ravenſworth be ſtationed for Bengal, and from any unforeſeen accident there ſhould not be cargoes for all the ſhips of this ſeaſon, he is willing to take the ſhip on his own account, and free the Company from all expences, till the following ſeaſon, when a cargo may be provided for her. — Vide App. No. 597.

Ordered, That the ſaid letter be referred to the Committee of Correſpondence, to examine and report.

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Vide App. No. 598, 599. On reading a letter from the Managing Owners of Shipping, dated the 1ſt inſt. tendering all the ſhips at preſent building, by the Court's orders, or any others they may be authorized to build, as well as thoſe which are now returning from India for the enſuing ſeaſon, at the ſame freights, and on the ſame terms, in every reſpect whatever, as the ſhips of laſt ſeaſon, and encloſing a liſt of the ſhips above-mentioned;

Vide App. No. 600. Letter from Mr. John Julius Angerſtein, dated this day, tendering a ſhip built in Holland five or ſix years ago, of about 1200 tons; alſo

Vide App. No. 601. Letter from Mr. John Thomſon, jun. dated this day, tendering a new ſhip to be built on the river Thames, 799 tons, builders meaſurement; and

Vide App. No. 583, 584. The letter from Mr. Anthony Brough, read in Court the 1ſt inſtant.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court, to be held on Tueſday next the 7th inſtant;

Vide App. No. 602. On reading the requeſt of Mr. John Cowan, for leave to build a new ſhip on the bottom of the Royal-Biſhop;

Ordered, That it be referred to the Committee of Shipping, to examine and report.

Vide App. No. 603. Letter from Mr. Charles Dundas, dated the 5th ult. withdrawing his claim for building on the bottom of the Prime being read,

Ordered, That it be referred to the conſideration of the ſaid Committee.

AT A COMMITTEE OF THE WHOLE COURT,

The 7th February, 1786.

The Committee took into conſideration the ſeveral tenders delivered to the Court of Directors the 3d inſtant.

The following particulars were read, viz.

The reference of Court of the 3d inſtant.

Vide App. No. 598, 599. Tender from the Managing Owners of the regular ſhipping in the Company's ſervice.

No. 583-4. Tender from Mr. Anthony Brough.

No. 600. Tender from Mr. John Julius Angerſtein, and

No. 601. Tender from Mr. John Thomſon, jun.

It was then, on a motion,

Reſolved, That Mr. Anthony Brough be deſired to attend at a Court of Directors, to be held to-morrow at eleven o'clock.

AT

AT A COURT OF DIRECTORS,

Held on Tueſday the 7th February, 1786.

Letter from Mr. Anthony Brough, dated this day, repeating his tender of the ſhip Madona, was read. Vide App. No. 604.

Letter from J. Clements, Eſq. dated the 6th inſtant, ſignifying that he has reſigned all his right in the new ſhip lately tendered by him, to Mr. J. Sneyd, who has agreed to accept the freight and terms offered by the Company; and Vide App. No. 605.

Letter from Jeremy Sneyd, Eſq. dated the 4th inſt. ſignifying his acceptance of the Company's terms for the ſaid ſhip, being read, Vide App. No. 606.

Reſolved by the ballot, That the ſhip tendered by Jeremy Sneyd, Eſq. be taken up for the Company's ſervice, on the ſame terms and conditions as the ſhips taken up on the 3d inſtant.

Letter from Mr. Edward Hague, dated this day, being read, tendering the ſhip Mars, burthen 700 tons, for the Company's ſervice. Vide App. No. 607.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A COMMITTEE OF THE WHOLE COURT,

The 8th February, 1786.

The Committee took into conſideration the tender made by Anthony Brough, Eſq. the 7th of December laſt, and repeated the 1ſt inſt. for building eighty ſhips for the Company's ſervice, for four voyages, at the freights therein-mentioned. Vide App. No. 559, 584.

The ſaid tender was read,

It was then moved, and on the queſtion being put,

Reſolved, That it is the opinion of this Committee, that if Mr. Brough ſhall build any number of ſhips, to be freighted to the Company at the freights mentioned in his propoſals, he will be entitled and ought to have ſuch ſhips employed by the Company as long as they remain in proper condition, not more than four voyages, in like manner as the ſhips now in the Company's ſervice, are employed at freights to be then agreed upon, not to exceed the rates of freight mentioned in his tender of the 7th December 1785, to be computed upon builders contract meaſure, agreeably to the eſtabliſhed mode with the preſent Owners, but that the Company ought not to engage, at all events, to employ Mr. Brough's ſhips for four voyages.

That Mr. Brough be called in and aſked, whether he requires an abſolute engagement to employ his ſhips for four voyages, or will be contented with the aſſurance given by the foregoing reſolution.

Meſſrs. Brough and Hurry were then called in, and the Chairman acquainted them with the above reſolutions, as containing the ſentiments of the Committee, which they thought Mr. Brough ſhould be informed of, previous to the Committee's taking his

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tender into conſideration; Mr. Brough then informed the Committee, that his plan had been duly conſidered, and laid before his friends, and, therefore, could not be on an uncertainty, but required the ſhips ſhould be taken up for four voyages; but if the preſent Owners came down to his terms, he ſhould have no objection of building a few ſhips with them. He afterwards ſaid, he would furniſh a few ſhips on the terms ſtated in the Committee's reſolution, and truſt to the Company's honor, and did not object to take ſurplus tonnage at half freight. He then withdrew, and being returned, was aſked, if the Committee ſhould require it as a *ſina qua non* to have ſhips built of the preſent dimenſions of the Company's ſhips, he would withdraw his tender, he replied he ſhould.

Meſſrs. Brough and Hurry then withdrew.

The advertiſement dated the 20th ultimo, for receiving tenders on the 3d inſt. was read; alſo,

Vide App. No. 608, 576. The letter from the Secretary to Mr. Brough, dated the 12th January, with Mr. Brough's anſwer, dated the 18th following.

It was then moved, and on the queſtion,

Reſolved unanimouſly, That it appears to this Committee, from the converſation with Mr. Brough, this day, that he cannot furniſh ſhips agreeably to the particular dimenſions tranſmitted to him by the Secretary, on the 12th January laſt, upon the terms ſpecified in his letter of the 7th December, 1785, but that the explanation of his propoſals only offers a plan for the employment of ſmaller ſhips, which was not then a matter under conſideration, but muſt be diſcuſſed before any tender for ſhips of a ſmaller ſize can be received.

Vide App. No. 608. No. 576. Reſolved, That Mr. Brough be called in, and the Secretary's letter of the 12th January, with his anſwer of the 18th of the ſame month, be read to him, and alſo the above reſolution.

Mr. Brough was called in, and the above particulars were read to him, and he then withdrew.

The Committee then adjourned to report their proceedings to the Court.

And being reſumed,

The following reſolution of the Court of Directors, held this day, was read, viz.

Reſolved, That it be referred to a Committee of the whole Court, to conſider what ſize ſhips it may be proper to employ in the trade to China and to the Eaſt-Indies.

The following advertiſement was then propoſed, and on the queſtion, agreed to.

" Eaſt-India Houſe, 8th February, 1786.

" The Court of Directors of the United Company of Mer-
" chants of England, trading to the Eaſt-Indies, do hereby give
" notice: That they are ready to receive propoſals, in writing,
" at any time on or before Wedneſday the 22d inſtant, from any
" perſons, on what terms and conditions they are willing to build
" or let ſhips to China and all parts of the Eaſt-Indies, for the
" enſuing ſeaſon, the ſhips to be from 550 tons to 1100 tons
" burthen, and the kintledge to be conſidered as part thereof;
" and that the ſame be ſeverally ſealed up, and left with the Se-
" cretary, in order to be laid before the Court."

AT

AT A COURT OF DIRECTORS,

Held on Wedneſday the 8th February, 1786.

On reading a letter from Mr. John Munt, dated this day, ſtating ſundry particulars reſpecting the ſhip Huſſar, lately tendered by him. Vide App. No. 609.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

The Chairman, from the Committee of the whole Court, reported the following reſolutions of the Committee to the Court, viz.

Reſolved, That it is the opinion of this Committee, that if Mr. Brough ſhall build any number of ſhips, to be freighted to the Company at the freights mentioned in his propoſal, he will be entitled and ought to have ſuch ſhips employed by the Company as long as they remain in proper condition; not more than four voyages, in like manner as the ſhips now in the Company's ſervice are employed, at freights to be then agreed upon, not to exceed the rates of freight mentioned in his tender of the 7th December, 1785, to be computed at builders contract meaſure, agreeably to the eſtabliſhed mode with the preſent Owners; but, that the Company ought not to engage, at all events, to employ Mr. Brough's ſhips for four voyages.

That Mr. Brough be called in and aſked, whether he requires an abſolute engagement to employ his ſhips for four voyages, or will be contented with the aſſurance given by the foregoing reſolution.

That it appears to this Committee, from the converſation with Mr. Brough this day, that he cannot furniſh ſhips agreeably to the particular dimenſions tranſmitted to him by the Secretary, on the 12th January laſt, upon the terms ſpecified in his letter of the 7th December, 1785, but that the explanation of his propoſal only offers a plan for the employment of ſmaller ſhips, which was not then a matter under conſideration, but muſt be diſcuſſed before any tenders for ſhips of a ſmaller ſize can be received.

It was then moved, and on the queſtion,

Reſolved, That this Court do approve the ſaid reſolutions.

On reading the tender of the ſhip Warren Haſtings, Captain Thomas Larkins, at £26. per ton, to China; £27. per ton, to Bencoolen and China, and Coaſt and China; £28. per ton, to Bombay, and £29. per ton, to Coaſt and Bay, and in all reſpects, on the uſual conditions; alſo, Vide App. No. 610.

Letter from Mr. John Fiott, requeſting leave to build a ſhip for the Company's ſervice, in the room of the Tartar, on the following conditions, viz. £22. per ton, to China; £23. per ton, to Coaſt and China; £24. per ton, to other parts of India, for the firſt and ſecond voyages, and at £2. per ton leſs for the third and fourth voyages. Vide App. No. 611.

Ordered, That the ſaid tender and letter be referred to the conſideration of the Committee of the whole Court.

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It was then moved, and on the queſtion,

Reſolved, That it be referred to a Committee of the whole Court, to conſider of what ſized ſhips it may be proper to employ, in future, in the trade to China and to the Eaſt-Indies.

Another motion was made,

"That the Chairman do leave the chair," which was carried in the affirmative.

The Court then adjourned in order to hold a Committee of the whole Court.

And being reſumed,

The Chairman, from the Committee, ſubmitted the following advertiſement to the Court's conſideration, viz.

"Eaſt-India Houſe, 8th February, 1786.

"The Court of Directors of the United Company of Merchants of England, trading to the Eaſt-Indies, do hereby give notice: That they are ready to receive propoſals, in writing, at any time on or before Wedneſday the 22d inſtant, from any perſons, on what terms and conditions they are willing to build or let ſhips to China and all parts of India, for the enſuing ſeaſon, the ſhips to be from 550 to 1100 tons burthen, and the kintledge to be conſidered as part thereof; and that the ſame be ſeverally ſealed up, and left with the Secretary, in order to be laid before the Court."

The ſaid advertiſement was approved.

AT A COMMITTEE OF SHIPPING,

On Friday the 10th February, 1786.

Vide App. No. 612. A report of the progreſs of ſhips building for the Company's ſervice, under this day's date, ſigned by Mr. Gilbert Ferguſon, was laid before the Committee.

AT A COURT OF DIRECTORS,

Held on Friday the 10th February, 1786.

Vide App. No. 613. On reading a letter from Mr. Thomas Newby, dated the 9th inſtant, tendering the ſhip Prince George, at the terms of the Court's late advertiſement.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

Vide App. No. 614. On reading a letter from Captain R. Parks, offering to build a ſhip for the Company's ſervice, on the following terms of freight, viz. £22. per ton, to China direct; £23. to Coaſt and China, and £24. to the ſeveral parts of India.

Ordered, That the ſaid letter be referred to the conſideration of a Committee of the whole Court.

AT

AT A COURT OF DIRECTORS,

Held on Tueſday the 14th February, 1786.

Letter from Mr. William Leighton, being read, tendering the ſhip Helmſley for the Company's ſervice; Vide App. No. 615.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Thurſday the 16th February, 1786.

The following papers were read, viz.

Tender of the ſhip Lord Shelburne, burthen 550 tons, by Mr. William Leighton, referred the 3d inſtant. Vide App. No. 594.

Tender of the Madona, by Anthony Brough, Eſq. dated 7th inſt. for one voyage, on condition that the ſhip is employed three voyages afterwards, at the freight that ſhall be currently given to other ſhips. Vide App. No. 604.

Letter from Mr. John Munt, dated 7th, and referred by the Court 8th inſtant, ſtating ſeveral particulars reſpecting the ſhip Huſſar, lately tendered by him. Vide App. No. 609.

Tender of the ſhip Mars, burthen 700 tons, built in Holland, (and made free) at £22. per ton, freight to China; and £23. per ton, to all parts of India, by Mr. Edward Hague. Vide App. No. 607.

Certificates ſigned by Mr. William Barnard, dated at Deptford the 15th inſt. that he is clearly of opinion he can perform the works neceſſary to completely fitting the hull of the Mars for the Company's ſervice, and getting her out of the dock, on or before the 15th day of March next. Vide App. No. 616.

Tender of the ſhip Helmſley, burthen 500 tons. at £22. per ton freight to China, or to any part of the Eaſt-Indies, with the uſual additional freight, by Mr. William Leighton. Vide App. No. 615.

Tender of the ſhip Lord Mulgrave, by Mr. Thomas Hubbert, burthen 500 tons, lately launched, has three decks, and is a compleat ſhip, on the terms of freight the Court have agreed to pay the five ſhips lately taken up. Vide App. No. 617.

The Committee then made the following report to the Court, viz.

The Committee having taken into conſideration the tenders of the ſeveral ſhips laid before them ſince their report of the 3d inſt. are of opinion, that the Mars, of 700 tons burthen, is a proper ſhip to be taken up for the Company's ſervice, on the ſame terms and conditions as the ſhips reported on the 3d inſt. with this

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difference, that the time of her leaving Graveſend be extended to the 10th April next, and the Owners not liable to demorage, as in the caſe of the other ſhips.

AT A COMMITTEE OF CORRESPONDENCE,

The 17th February, 1786.

The Committee offer to the Court, as their opinion, that the ſhip Mars, of 700 tons, be taken up on the terms and conditions ſtated in the report from the Joint Committee of Correſpondence and Shipping, under yeſterday's date.

Vide App. No. 597. Purſuant to a reference of Court of the 3d inſt. the Committee conſidered the letter from Mr. Collingwood Roddam of that date, and they offer it to the Court, as their opinion, that agreeable thereto a clauſe be inſerted in the Ravenſworth's Charter-Party, purporting, that ſhould it ſo happen that there may not be cargoes in Bengal for all the ſhips of this ſeaſon, the Owners of that ſhip ſhall take her on their own account, and free the Company from all expences, till the following ſeaſon, when a cargo may be provided for her.

AT A COURT OF DIRECTORS,

Held on Friday the 17th February, 1786.

The Joint Committee of Correſpondence and Shipping, in a report dated the 16th inſt. now read, offering to the Court, as their opinion, that the Mars, of 700 tons burthen, is a proper ſhip to be taken up for the Company's ſervice, on the ſame terms and conditions as the ſhips reported on the 3d inſt. with this difference, that the time of her leaving Graveſend be extended to the 10th of April next, and the Owners not liable to demorage, as in the caſe of the other ſhips.

Reſolved, That this Court do agree in opinion with the ſaid Joint Committee.

Two reports from the Committee of Correſpondence, dated this day, being read,

Reſolved by the ballot unanimouſly, That the ſhip Mars, 700 tons, be taken up on the terms and conditions ſtated in the report from the Joint Committee of Correſpondence and Shipping, dated yeſterday.

Reſolved, That a Clauſe be inſerted in the Ravenſworth's Charter-Party, purporting, that ſhould it ſo happen that there may not be cargoes in Bengal for all the ſhips of this ſeaſon, the Owners of that ſhip ſhall take her on their own account, and free the Company from all expences, till the following ſeaſon, when a cargo may be provided for her.

Vide App. No. 618. On reading the requeſt of Mr. Abel Chapman, that the ſhip Chapman may carry ſix-pounder guns, inſtead of nine-pounders.

Ordered,

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Tueſday the 21ſt February, 1786.

On a motion,

Reſolved, That it is the opinion of this Court, that as the preſent Owners have built their ſhips under the particular directions of the Court of Directors, and under the inſpection of their officers, there ſhould be a conference with the old Owners, to conſult with them (prior to the opening of the tenders advertiſed to be received on Wedneſday the 22d inſt.) to ſee whether any deviation from the old mode can be adopted, in reſpect to the building, navigating, manning and fitting out the ſhips to China and India, ſo that the freight to the Company may be reduced.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 22d February, 1786.

The Chairman from the Committee of the whole Court reported, that they had held a conference with the Owners of Shipping, on the reſolution of Court of yeſterdy.

It was then moved, and on the queſtion,

Reſolved, That the ſeveral tenders of ſhips for the Company's ſervice offered to this Court, in conſequence of their advertiſement of the 8th inſtant, be opened on Tueſday next.

The requeſt of Meſſrs. Camden and Calvert, for leave to continue 14 guns, nine-pounders, on board the Ranger, being read, Vide App. No. 619.

Ordered, That it be referred to the Committee of Shipping, to do therein as they ſhall think fit.

AT A COURT OF DIRECTORS,

Held on Tueſday the 28th February, 1786.

On reading the requeſt of Mr. William Palmer, that the Charter-Party of the Carnatic may expreſs the tonnage of that ſhip to be 778 tons, inſtead of 758. Vide App. No. 620.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

On reading two letters from Anthony Brough, Eſq. dated the 17th and 21ſt inſt. the former encloſing a plan for ſaving £260,000. per annum in the freight of ſhips for India and China, and the latter repeating the tender he made the Court on the 7th December laſt; alſo Vide App. No. 621, 622, 623.

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Letters from the following perſons, tendering their ſhips for the Company's ſervice, on the terms therein-mentioned, viz.

Vide App. No. 624. Mr. Duncan Cambell, tendering the - Britannia
No. 625. John Munt - - - Huſſar
No. 626. John Troutbeck - - - Two new ſhips
No. 627. Nathaniel Tanner - - - A new ſhip
No. 628. William Agnew - - Ditto
No. 629. James Margeſton - - - Sybella
No. 630. Ditto - - - - Clinton
No. 631. Sir John D'Oyly and others - - A new ſhip
No. 632. Mr. Thomas Newby - - - Prince George
No. 633. Stephen Todd - - - A new ſhip
No. 634. Abel Chapman - - Queen
No. 635. Caleb Crookenden - - - A new ſhip
No. 636. Meſſrs. Camden and Calvert - - 4000 tons of ſhipping

Ordered, That a Committee of the whole Court do take the above letters into conſideration, on Tueſday next the 6th March.

On a motion,

Ordered, That it be referred to the Maſter-Attendant and Surveyor of Shipping to conſider, whether a ſhip of 1000 tons burthen cannot be built nearly of the ſame ſcantlings as thoſe which are now uſed in the ſhips of 758 tons, or thereabouts.

AT A COMMITTEE OF SHIPPING,

On Friday the 3d March, 1786.

The Committee taking into conſideration ſeveral references of Court, reported their opinion thereon as follows, viz.

Vide App. No. 620. Purſuant to reference of Court of the 28th ult. the Committee have conſidered the requeſt of Mr. William Palmer, that the tonnage to be inſerted in the Charter-Party of the ſhip Carnatic, may be 778 tons, the actual meaſurement, inſtead of 758 tons; and are of opinion, that as Mr. Curtis, when he was in poſſeſſion of the True Briton, made a ſimilar requeſt, which the Committee then judged was improper to be granted; the Committee upon the ſame principle now think Mr. Palmer's requeſt cannot be complied with.

Vide App. No. 618. The Committee having conſidered the petition of Abel Chapman, Eſq. referred the 17th ult. that the ſhip Chapman may carry ſix-pounder guns, inſtead of nine-pounders, are of opinion Mr. Chapman's requeſt be complied with.

Vide App. No. 619. The Committee having taken into conſideration the reference of Court of the 22d ult. on the requeſt of Anthony Calvert, Eſq. that 14 guns, nine-pounders, belonging to the Ranger, may be continued on board for her preſent voyage to China, are of opinion, that Mr. Calvert's requeſt be complied with.

AT A COURT OF DIRECTORS,

Held on Friday the 3d March, 1786.

The Chairman preſenting to the Court a letter, ſigned A B, which he had received, and which contained a tender of ſhipping for the Company's ſervice, accompanied with draught of a contract to be entered into by the Company and the Owner of the Shipping, in the event of his tender being accepted; Vide App. No. 637.

Ordered, That the ſame be referred to the conſideration of a Committee of the whole Court.

On reading a letter from Meſſrs. John and William Wells, and other builders of ſhipping, dated this day, objecting to the dimenſions of ſhips mentioned in a letter to them from Captain Oliver, and ſtating the dimenſions on which they recommend the Court to build; and Vide App. No. 638.

Letter from Captain Oliver and Mr. Snodgraſs, dated the 1ſt inſt. ſtating their opinion, that a ſhip of 1000 tons would not be ſufficiently ſtrong, with the preſent ſcantlings, and recommending a trifling increaſe in the principal timbers. Vide App. No. 639.

Ordered, That the above letters be likewiſe referred to the conſideration of a Committee of the whole Court.

On reading three reports from the Committee of Shipping, dated this day,

Reſolved, That 14 guns, nine-pounders, belonging to the ſhip Ranger, be continued on board for her preſent voyage to China.

Reſolved, That the ſhip Chapman do carry ſix-pounder guns, inſtead of nine-pounders.

Reſolved, That the requeſt of Mr. William Palmer, that the tonnage to be inſerted in the Carnatic's Charter-Party may be 778 tons, the actual meaſurement, inſtead of 758 tons, be not complied with.

AT A COMMITTEE OF THE WHOLE COURT,

The 7th March, 1786.

The Committee proceeded to take into conſideration the ſeveral tenders of ſhips for the enſuing ſeaſon, delivered the 28th ult. and the letter from Meſſrs. Oliver and Snodgraſs; alſo the letter from ſeveral builders of ſhips in the river Thames, read in Court the 3d inſt. were read, and after ſome time having been ſpent in debate, the Committee adjourned. Vide App. No. 624 to 636. No. 639. No. 638.

AT

AT A COMMITTEE OF THE WHOLE COURT,

The 8th March, 1786.

The Committee took into further conſideration the ſeveral tenders referred to this Committee by the Court for Shipping for the enſuing ſeaſon, and a debate ariſing thereon, the following particulars were read, viz.

Report from the Joint Committee of Correſpondence and Shipping, dated 26th May, 1785.

Vide App. No. 640. Letter from the Secretary to the ſeveral Owners to whom the Court had given permiſſion to build ſhips, dated 4th March, 1785.

The Committee then adjourned.

AT A COMMITTEE OF SHIPPING,

On Friday the 10th March, 1786.

Vide App. No. 641. A report of the progreſs of ſhips building for the Company's ſervice, dated the 8th inſt. and ſigned by Mr. Gilbert Ferguſon, was laid before the Committee.

AT A COMMITTEE OF THE WHOLE COURT,

The 14th March, 1786.

The Committee proceeded to take into conſideration the ſeveral tenders, delivered in to the Court of Directors, of ſhips to be taken up for the enſuing ſeaſon, in purſuance of two advertiſements for that purpoſe, and of ſeveral letters relative to the ſize of ſhips proper for the Company's employ.

It was moved, and ſeconded,

That the further conſideration of the tenders for new ſhips be, for the preſent, poſtponed.

And the ſaid queſtion being put by the ballot, the votes were equal.

And two lots being prepared agreeably to the directions in the Company's Charter-Party, the Treaſurer was called in, and drew the lot, which determined the queſtion in the negative.

The following tenders were then read, viz.

Vide App. No. 636. From Meſſrs. Camden and Calvert, of 4000 tons of ſhipping for the enſuing ſeaſon, of ſhips from 550 to 900 tons, at £22. per ton for China, and £23. per ton for the Eaſt-Indies.

Vide App. No. 611. Mr. John Fiott, to build a new ſhip in the room of the Tartar, at £22. per ton for China; £23. per ton for Coaſt and China; and £24. per ton for other parts of India, for the firſt and ſecond voyages; and at £2. per ton leſs for the third and fourth voyages; alſo

Vide App. No. 628. Captain William Agnew, to build a new ſhip from 750 to 900 tons, to be ready to launch by the middle of October next,

next, at £22. per ton for China direct; £23. per ton for Madras and China, or Bombay; and £24. per ton for Bengal, with half freight for any ſurplus tonnage.

It was moved, and ſeconded,

That the tender from Captain William Agnew be accepted.

The previous queſtion on the ſaid motion was alſo moved and ſeconded.

It was then moved to adjourn, and the queſtion on the motion of adjournment being put, it paſſed in the negative.

The previous queſtion was then put,

That the tender received from Captain Agnew be now accepted.

The ſame alſo paſſed in the negative.

It was then, on the queſtion being put,

Reſolved, That the further conſideration of the different tenders, now before the Court, be poſtponed.

It was then moved to adjourn, and the queſtion thereon being put, it paſſed in the affirmative.

AT A COURT OF DIRECTORS,

Held on Tueſday the 14th March, 1786.

On reading a letter from Mr. Thomas Newby, dated the 13th inſt. confirming his former tender of the ſhip Prince George, and offering her on other terms in caſe the Court ſhould alter their preſent mode of freighting the ſhips. Vide App. No. 642.

Ordered, That it be referred to the conſideration of the Committee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 15th March, 1786.

On reading the petition of the Owners of the ſhip Mars, that ſhe may be permitted to remain a longer time in dock. Vide App. No. 643.

Ordered, That the ſaid petition be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF THE WHOLE COURT,

The 16th March, 1786.

The Committee proceeded to take into further conſideration the ſeveral tenders and papers referred by the Court, relative to the number and ſize of ſhips neceſſary for the Company's ſervice the enſuing ſeaſon.

The Deputy Chairman delivered in the following papers.

Remarks on the ſubject of the ſhipping employed by the East-India Company. Vide App. No. 644.

Eſtimates for building and fitting out ſhips of different dimenſions. Vide App. No. 645.

Eſtimates of ſhips of different ſizes fitted for ſea. Vide App. No. 646.

On ſeveral motions,

Reſolved, That a tender be made to the old Owners to take up the ſhips to China at the actual builders tonnage, including kintledge, provided they will let the ſhips already built at £23. per ton; and ſuch as are now building, or ſhall be built hereafter, at £22. per ton, ſo long as the preſent prices continue on the ſeveral articles for fitting out an Eaſt-India ſhip for ſea.

That the lower deck in the China ſhips be reſerved for the ſtowage of goods as far as the after-part of the well; and in the ſhips from the different parts of India, to the after-part of the after hatchway.

It was alſo moved, and ſeconded,

That no copper bottomed ſhips be employed in future, becauſe that ſort of ſheathing is found to be injurious to the ſhip, and the expence amounts to £100. on every ſixteenth ſhare.

The previous queſtion was then moved, and ſeconded,

That the queſtion be now put; the ſaid queſtion was accordingly put, and paſſed in the negative.

The following queſtions were then put, and carried in the affirmative, viz.

Reſolved, That every ſhip after ſhe has performed her four voyages, be, if the Owners deſire it, and the Company approve of it, taken up for a fifth voyage to China direct, and be intitled to the ſame preference in turn, as if the four voyages had not been performed.

Reſolved, That the Clauſe in the Charter-Party, authorizing the Owners to turn out or remove the Commanders of their reſpective ſhips, without any reaſon aſſigned, be left out in future.

Vide App. No. 611.

The Committee then took into conſideration the tender from John Fiott, Eſq. read in Court the 8th February laſt, offering to build a ſhip in the room of the late ſhip Tartar, at £22. per ton to China; £23. per ton to Coaſt and China; £24. per ton to other parts of India, for the firſt and ſecond voyages; and at £2. per ton leſs for the third and fourth voyages.

Reſolved, That Mr. Fiott's tender for a new ſhip of 750 tons or upwards, builders meaſurement, be accepted, on condition that he have no claim to build upon her bottom in caſe of loſs, or after her having performed her four voyages, and that ſhe be afloat by the 15th January, 1787.

Vide App. No. 559, 584, 623.

The Committee alſo conſidered the tender of Anthony Brough, Eſq. of the 7th December, and repeated the 1ſt and 28th February laſt, offering to build in Great Britain, for the Company's ſervice, eighty ſail of ſhips, or as many as the ſervice may require, at the following rates of freight; to China alone, at £22. per ton; to Madras and China £23. and to other parts at £24. per ton, for the firſt and ſecond voyages; and to China alone at £20. per ton; to Madras and China £21. and to other parts £22. for the third and fourth voyages.

Reſolved That Mr. Brough's tender be accepted for three ſhips of 550 tons or upwards, builders meaſurement, on condition that he have no claim to rebuild on their bottoms in caſe of loſs, or after

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after they may have performed their four voyages; and that all extra expences which ſhall be incurred by the Company on account of the ſmallneſs of the ſhips, be repaid by the Owners, and that they be afloat by the 15th January, 1787.

AT A COURT OF DIRECTORS,

Held on Thurſday the 16th March, 1786.

The Chairman, from the Committee of the whole Court, reported that they had this day come to the following reſolutions, viz.

Reſolved, That a tender be made to the old Owners, to take up the ſhips to China at the actual builders tonnage, including kintledge, provided they will let the ſhips already built at £23. per ton; and ſuch as are now building, or ſhall be built hereafter, at £22. per ton, ſo long as the preſent prices continue on the ſeveral articles for fitting an Eaſt-India ſhip for ſea.

That the lower deck in the China ſhips be reſerved for the ſtowage of goods, as far as the after-part of the well; and in the ſhips from the different parts of India, to the after-part of the after hatchway.

That every ſhip, after ſhe has performed her four voyages, be, if the Owners deſire it, and the Company approve of it, taken up for a fifth voyage to China direct, and be entitled to the ſame preference in turn, as if the four voyages had not been performed.

That the clauſe in the Charter-Party authorizing the Owners to turn out, or remove the Commanders of their reſpective ſhips without any reaſon aſſigned, be left out in future.

That Mr. Fiott's tender for a new ſhip of 750 tons or upwards, builders meaſurement, be accepted, on condition that he have no claim to rebuild upon her bottom in caſe of loſs, or after her having performed her four voyages, and that ſhe be afloat by the 15th January, 1787.

That Mr. Brough's tender be accepted for three ſhips, of 550 tons or upwards, builders meaſurement, on condition that he have no claim to rebuild on their bottoms in caſe of loſs, or after they may have performed their four voyages; that all extra expences which ſhall be incurred by the Company in China, on account of the ſmallneſs of the ſhips, be repaid by the Owners, and that they be afloat by the 15th January, 1787.

Reſolved, That this Court do agree in opinion with the ſaid Committee.

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AT A COMMITTEE OF SHIPPING,

On Tueſday the 21ſt March, 1786.

Vide App. No. 643. The Committee took into conſideration the reference of Court of the 15th inſt. on the petition of Richard Buſh, Eſq. and Owners of the ſhip Mars, repreſenting from the late exceſſive inclemency of the weather it has been impracticable to get the ſhip afloat by the time appointed, which was the 15th inſtant; and as the ſhip will be in greater forwardneſs by being kept in dock till next ſpring tides, they requeſt the Court's permiſſion for that purpoſe; and the Committee reported to the Court their opinion, that it be left to the Owners to purſue ſuch meaſures as in their judgment will be moſt effectual to forward the diſpatch of the ſhip, and whatever means are uſed for that purpoſe muſt be immaterial to the Court, provided the ſhip leaves Graveſend by the 10th of next month, agreeably to Charter-Party.

AT A COMMITTEE OF THE WHOLE COURT,

The 21ſt March, 1786.

The Committee being informed ſome of the Owners deſired a conference with the Committee, they were introduced, and Robert Preſton, Eſq. deliverd the following queſtion, viz.

"Will the Court of Directors agree to pay full freight for the "whole builders tonnage, whether the ſhips are filled or not?"

And being aſked, if they had any other queſtions to propoſe; replied, they had not.

And the Committee taking the ſaid queſtion into conſideration, reſolved to return the following anſwer thereto, viz.

That the Company will load their ſhips to the amount of their builders tonnage, if they will carry it, or pay for the deficiency; and with reſpect to the proportion of the different ſort of teas, they will order their Supra-Cargoes to divide them amongſt the different ſhips of the ſeaſon as equally as may be, and agree to give every ſhip of 800 tons, 550 cheſts of common bohea tea in proportion.

AT A COURT OF DIRECTORS,

Held on Tueſday the 21ſt March, 1786.

Vide App. No. 647. On reading a letter from John Julius Angerſtein, Eſq. dated the 20th inſt. offering the ſhip South Carolina to the Company, for two voyages to China, at £21. per ton, builders meaſurement, and at £20. per ton for two ſubſequent voyages thither.

Ordered, That it be referred to the conſideration of the Committee of the whole Court.

On a motion,

Ordered, That the proper officer do lay before this Court an eſtimate of what the Company will have to pay for a ſhip to China,

at the prices, and upon the conditions, on which the Company took up four ſhips on the 16th inſt. compared with what they will have to pay for a ſhip at the prices, and upon the conditions, of the ſhips taken up laſt year.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That it be left to the Owners of the Mars, to purſue ſuch meaſures as in their judgment will be moſt effectual to forward the diſpatch of the ſhip, it being immaterial to the Court what means are uſed for that purpoſe, provided the ſhip leaves Graveſend by the 10th of next month, agreeably to Charter-Party.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 22d March, 1786.

On reading a letter from the Committee of the Managing Owners of Shipping, dated this day, ſtating their obſervations on the Court's reſolution of the 17th inſt. which was tranſmitted to them. Vide App. No. 648.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Tueſday the 28th March, 1786.

On reading the requeſt of Mr. William Palmer, that no demorage may be charged on the ſhip Carnatic, from the 1ſt to the 7th of next month, provided ſhe ſails from Graveſend on or before the latter day, and Vide App. No. 649.

The requeſt of Mr. Peter Eſdaile, for leave to build a ſhip on the bottom of the late ſhip Halſewell. Vide App. No. 650.

Ordered, That the ſaid requeſts be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 29th March, 1786.

The Committee conſidered the reference of Court of the 28th inſt. on the requeſt of Mr. William Palmer, that no demorage may be charged on the ſhip Carnatic, from the 1ſt to the 7th of next month, provided ſhe ſails from Graveſend on or before the latter day, and reported, as their opinion, to the Court, that Mr. Palmer's requeſt be not complied with. Vide App. No. 649.

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AT A COURT OF DIRECTORS,

Held on Wedneſday the 29th March, 1786.

On reading a report from the Committee of Shipping, dated this day,

Reſolved, That the requeſt of Mr. William Palmer, that no demorage may be charged on the ſhip Carnatic, from the 1ſt to the 7th of next month, provided ſhe ſails from Graveſend on or before the latter day, be not complied with.

AT A COURT OF DIRECTORS,

Held on Friday the 31ſt March, 1786.

Vide App. No. 651.

On reading a tender from Mr. John Thompſon, for building a new ſhip of 650 tons or upwards, to be launched in March, 1787, on the conditions therein-mentioned.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 5th April, 1786.

Vide App. No. 652.

On reading a letter from Mr. Anthony Brough, dated this day, ſtating the tonnage and other particulars reſpecting the three ſhips belonging to him, which the Court have reſolved to employ in the Company's ſervice, offering one of them to perform one voyage, as on her return he ſhall have a new ſhip to ſubſtitute in her room.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Monday the 10th April, 1786.

Vide App. No. 652.

The Court having, on the 5th inſt. referred to this Committee, to examine and report on the letter from Anthony Brough, Eſq. intimating that of the three ſhips which he has permiſſion to build for the Company's ſervice, one will be launched in November, and another in December next, and in regard to the third ſhip, Mr. Brough propoſes one of three years old for this ſeaſon, without regard to her going four voyages, and on her return he will ſubſtitute a new ſhip in her room. The Committee, upon taking the ſame into conſideration, find that the latter part of Mr. Brough's letter differs from the conditions on which he had leave to build three new ſhips for the Company's ſervice; and as the reſolution of Court granting this indulgence to Mr. Brough, the Committee apprehend, muſt have been the reſult of very mature deliberation, they ſee no reaſon at preſent to induce them to recommend to the Court to depart from the ſaid reſolution in any inſtance whatever.

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AT A COMMITTEE OF SHIPPING,

On Tueſday the 2d May, 1786.

Vide App. No. 658, 659. Letter from Captain Oliver, dated the 1ſt inſtant, accompanying an eſtimate of the expences of building, outfit, and other charges of an Eaſt-India ſhip fit for ſea, agreeable to the ſtanding order of Court of the 4th September, 1783; and an account of the expence of fitting out a ſhip between 1785 and 1786, being read, the Committee made the following report to the Court, viz.

Vide App. No. 660.

The Court having, on the 4th September, 1783, ordered, "That the Committee of Shipping do prepare an eſtimate of "the expence of building, outfit, and other charges of an Eaſt-"India ſhip fit for ſea, and that the ſame be laid before the "Court the firſt week in May in every year." The Committee in conſequence thereof do report, that an eſtimate has been prepared accordingly by the Maſter-Attendant, and that the ſame upon the preſent prices amounts to £19,089. but the Committee beg leave to obſerve, that probably there will be a difference in ſeveral articles of the outfit of a ſhip, between the preſent period and the uſual time of conferring with the Owners for the freight of their ſhips.

Vide App. No. 659. The preſent eſtimate, dated the 1ſt inſt. and ſigned by Captain Oliver, Maſter-Attendant, accompanies this report, and is ſubmitted to the conſideration of the Court.

AT A COURT OF DIRECTORS,

Held on Tueſday the 2d May, 1786.

Vide App. No. 659. The Committee of Shipping in a report, dated this day, now read, ſubmitting to the Court the annual eſtimate of the expence of building, outfit, and other charges of an Eaſt-India ſhip fit for ſea, amounting to £19,089. and remarking that probably there will be a difference in ſeveral articles of the outfit of a ſhip between the preſent period and the uſual time of conferring with the Owners for the freight of their ſhips.

Reſolved, That this Court do approve of the ſaid report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 17th May, 1786.

Vide App. No. 661. Mr. Ferguſon's report of the progreſs of ſhips building for the Company's ſervice, dated the 15th inſt. was laid before the Committee.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 17th May, 1786.

Vide App. No. 662. On reading a letter from Godfrey Thornton, Eſq. dated the 15th inſt. tendering a ſhip for the Company's ſervice,

Letter from Mr. James Jones, dated the 11th inſt. tendering two ſhips to be built for the China trade alone; alſo Vide App. No. 663.

Letter from the Managing Owners of Shipping, dated this day, repeating their requeſt for payment of the arrears of freight due to them. Vide App. No. 664.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF SHIPPING,

On Friday the 19th May, 1786.

Letter from Captain John Oliver and Mr. Gabriel Snodgraſs, dated 17th inſt. was read, ſignifying that as the Court have ordered the ſhips building by Mr. Brough to be ſurveyed by them, they requeſt to have the Committees commands as to their proceedings; that one ſhip is building at Liverpool, another at Yarmouth, and the third at Limehouſe; alſo ſignifying a ſhip is building by Mr. Fiott, as they are informed, at a place near Chicheſter, and although they have not received any inſtructions reſpecting this ſhip, they preſume it may be the pleaſure of the Committee, that they ſhould ſurvey her likewiſe. Vide App. No. 665.

The Committee, upon taking the ſame into conſideration, reported their opinion thereon to the Court as follows, viz.

The Court having ordered that the ſhips building by Mr. Brough, ſhould be ſurveyed by the Company's Maſter-Attendant and Surveyor of Shipping, this Committee have, on the application of thoſe officers, given directions for their proceeding on that ſervice, at ſuch times as they ſhall find moſt convenient and proper, conſiſtently with their duty of attending the ſhips building in the river.

The Committee have likewiſe ordered them to proceed in like manner reſpecting the ſhip building by Mr. Fiott, ſo ſoon as the Court ſhall be pleaſed to tranſmit the ſame intimation to that gentleman, reſpecting his ſhip being ſurveyed, as has already been done upon the like occaſion to Mr. Brough.

AT A COURT OF DIRECTORS,

Held on Friday the 19th May, 1786.

The Committee of Shipping in a report, dated this day, now read, ſtating to the Court that they have ordered the Company's Maſter-Attendant and Surveyor of ſhipping, to ſurvey the ſhips building by Mr. Brough, at ſuch times as they ſhall find moſt convenient and proper, conſiſtently with their duty of attending the ſhips building in the river; and alſo to proceed in like manner reſpecting the ſhip building by Mr. Fiott, ſo ſoon as the Court ſhall tranſmit the neceſſary intimation to that gentleman reſpecting his ſhip being ſurveyed, as has already been done on the like occaſion to Mr. Brough.

Reſolved, That this Court do approve the ſaid report, and that the neceſſary intimation be given to Mr. Fiott accordingly.

AT A COURT OF DIRECTORS,

Held on Tueſday the 23d May, 1786.

Vide App. No. 666. On reading a letter from Mr. Nathaniel Tanner, dated this day, offering the ſhip which he has already tendered, at £22. per ton, for the firſt two voyages; and at £20. per ton for the third and fourth voyages.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 24th May, 1786.

Vide App. No. 667. On reading a letter from Mr. William Greer, dated this day, withdrawing the tender delivered in by him on the 22d February laſt, and tendering a new ſhip in the room of the former ſhip.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

Vide App. No. 668. On reading the requeſt of Mr. Barrington Buggin, for leave to build a new ſhip in the room of the Montagu.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Thurſday the 25th May, 1786.

Vide App. No. 669. On reading a letter from Mr. John Fiott, dated the 24th inſt. ſtating his wiſh that the Company's Maſter-Attendant and Surveyor of ſhipping, would examine and ſurvey the ſhip building by him for the Company's ſervice.

Ordered, That it be referred to the conſideration of the Committee of Shipping.

AT A COURT OF DIRECTORS,

Held on Friday the 26th May, 1786.

The following order of the Honourable Houſe of Commons being laid before the Court, viz.

Jovis, 25th Die Maii, 1786.

"Ordered,

"That there be laid before this Houſe, by the Court of Di-
"rectors of the Eaſt-India Company, an account of the freight
"and demorage paid between the 21ſt January, 1784, and the
"1ſt March, 1786; and from thence eſtimated to the 1ſt March,
"1790, diſtinguiſhing each year; alſo the ſavings on the ſix
"ſhips taken up ſeaſon 1785, and the four ſhips taken up ſeaſon
"1786, at low freights; and the ſavings per annum if all
"the ſhips ſhould be taken up at the ſame low rates."

Vide App. No. 670. Ordered, That the ſame be complied with.

On

On reading a letter from the Managing Owners of ſhipping, dated this day, ſubmitting to the Court, whether it would not be equitable that ſhips under 800 tons burthen, ſhould be allowed full freight for 800 tons, provided they bring home that tonnage; and ſtating that a reduction of £1. per ton, on the China freights, is as much as in the preſent circumſtances of the Owners can be reaſonably expected; alſo

Vide App. No. 671.

Letter from Nathaniel Tanner, Eſq. dated this day, amending his former tender, by offering to let the ſhip therein-mentioned for a fifth voyage, at £18. per ton; if after her performing her four voyages, ſhe ſhall be found capable of going another, and if a war ſhould take place before the expiration of the period neceſſary for the completion of her five voyages, the Court to make a reaſonable allowance, in conſideration of the difference of inſurance, and other unavoidable expences.

Vide App. No. 672.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF THE WHOLE COURT,

The 26th May, 1786.

The Committee reſuming the conſideration of the ſeveral tenders of ſhips referred to them by the Court,

A letter from the Managing Owners of ſhipping, dated this day was read, propoſing that ſhips under 800 tons ſhould be allowed full freight, provided they bring home that tonnage, and ſtating that £1. per ton is as much as can be reduced on the China freights,

Vide App. No. 671.

An account of the tonnage of ſhips in the Company's ſervice, and building, was alſo read.

Vide App. No. 673.

It was then, on ſeveral motions,

Reſolved, That this Committee having taken into their moſt ſerious conſideration, a letter from the Owners of ſhipping, dated this day, are of opinion, that the terms therein offered are inadmiſſible.

Reſolved unanimouſly, That the Owners of ſhips heretofore employed in the Company's ſervice, are entitled in fairneſs to ſuch preference as the Court of Directors can, conſiſtently with the intereſt of the Company, give them.

Reſolved, That all bottoms employed by the Company, when the annual average conſumption of tea did not exceed 6,000,000 pounds, are to be conſidered as entitled to ſuch preference.

Reſolved unanimouſly, That in conſequence of an act of parliament paſſed in 1784, for altering the duties on tea, it will be expedient to ſend ſhips to China, in the enſuing ſeaſon, to bring home at leaſt 18,000,000 of pounds of tea.

Reſolved, That the ſhips have not (in the laſt year) on an average, brought home more than 712,000 pounds of tea each.

Reſolved, That calculating 750,000 pounds of tea to each ſhip of 800 tons, builders meaſurement, will be a full allowance.

Reſolved,

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Reſolved unanimouſly, That to bring home the increaſed quantity of 12,000,000 of pounds of tea, reckoning 750,000 pounds to each ſhip of 800 tons, will require 12,800 tons of ſhipping, or 16 ſhips of 800 tons, builders meaſurement.

Reſolved, That the Company may take up 12,800 tons of ſhipping for the enſuing ſeaſon for China, for the encreaſed tea trade, from ſuch perſons as may tender ſuitable ſhips on advantageous terms for the Company, without deviating in the leaſt from that fair preference to which they admit the Owners of old bottoms are juſtly entitled.

Reſolved unanimouſly, That of the ſaid 12,800 tons of ſhipping, they have already engaged for four ſhips, which they eſtimate at about 3000 tons.

Reſolved unanimouſly, That the Company can therefore conſiſtently and moſt honorably to themſelves, take up 9800 tons of ſuitable ſhipping for the enſuing ſeaſon, if offered on better terms than by the old Owners.

Reſolved, That no ſhip be taken up from among the tenders made to the Court (not coming from the old huſband) without ſuch ſecurity being given for the performance of the agreement, as ſhall be ſatisfactory to the Court.

Vide App. No. 627. No. 666. No. 672.

Letters from Mr. Nathaniel Tanner, dated 16th February laſt, the 23d inſtant, and this day, being read,

It was moved, and on the queſtion,

Reſolved, That it be recommended to the Court to accept Mr. Tanner's tenders of the 23d and 26th May, for a new ſhip of 1000 tons or upwards, builders meaſurement, to carry 110 men, including 40 officers only, and on condition that he have no claim to rebuild on her bottom in caſe of loſs, or after her having performed her fourth or fifth voyages, and that ſhe be at Graveſend by the 15th March, 1787.

Ordered, That the Secretary do write to

Meſſrs. William Greer, John Thompſon, Richard Parkes, William Agnew, John Troutbeck, and John Munt

requeſting their attendance at this houſe on Tueſday next, on the ſubject of their reſpective tenders.

Ordered, That the proper officers do ſurvey the ſeveral ſhips tendered, and report.

Vide App. No. 674.

Letter from Mr. John Oldham, dated this day, tendering a ſhip to be employed the enſuing ſeaſon to China, at £22. per ton, was read.

AT A COURT OF DIRECTORS,

Held on Friday the 26th May, 1786.

The Chairman, from the Committee of the whole Court, ſubmitting to the Court the following opinions, viz.

That

That the Committee having taken into their moſt ſerious conſideration a letter from the Owners of ſhipping, dated this day, reſolved, that the terms therein offered are inadmiſſible.

That the Owners of ſhips, heretofore employed in the Company's ſervice, are entitled in fairneſs to ſuch preference as the Court of Directors can, conſiſtently with the intereſt of the Company, give them.

That all bottoms employed by the Company, where the annual average conſumption of tea did not exceed 6,000,000 of pounds, are to be conſidered as entitled to ſuch preference.

That in conſequence of an act of parliament, paſſed in 1784, for altering the duties on tea, it will be expedient to ſend ſhips to China in the enſuing ſeaſon, to bring home at leaſt 18,000,000 of pounds of tea.

That the ſhips have not, in the laſt year, on an average, brought home more than 712,000 pounds of tea each.

That calculating 750,000 pounds of tea to each ſhip of 800 tons, builders meaſurement, will be a full allowance.

That to bring home the encreaſed quantity of 12,000,000 of pounds of tea, reckoning 750,000 pounds to each ſhip of 800 tons, will require 12,800 tons of ſhipping, or 16 ſhips of 800 tons, builders meaſurement.

That the Company may take up 12,800 tons of ſhipping for the enſuing ſeaſon for China, for the encreaſed tea trade, from ſuch perſons as may tender ſuitable ſhips, on advantageous terms for the Company, without deviating in the leaſt from that fair preference, to which they admit the Owners of old bottoms, are juſtly entitled.

That of the ſaid 12,800 tons of ſhipping, they have already engaged for four ſhips, which they eſtimate at about 3000 tons.

That the Company can therefore, conſiſtently and moſt honourably to themſelves, take up 9,800 tons of ſuitable ſhipping for the enſuing ſeaſon, if offered on better terms than by old Owners.

That no ſhip be taken up from among the tenders made to the Court (not coming from the old huſband) without ſuch ſecurity being given for the performance of the agreement, as ſhall be ſatisfactory to the Court.

Reſolved, That this Court do agree with the Committee in their ſaid ſeveral opinions.

The Chairman acquainting the Court, that the Committee of the whole Court recommend to the Court to accept Mr. Tanner's tenders of the 23d and 26th May, for a new ſhip of 1000 tons or upwards, builders meaſurement, to carry 110 men, including 40 officers only, and on condition that he have no claim to rebuild on her bottom in caſe of loſs, or after her having performed her fourth or fifth voyages, and that ſhe be at Graveſend by the 15th March, 1787.

Vide App. No. 666 to 672.

Reſolved by the ballot, That the ſaid ſhip be taken up accordingly.

AT A COURT OF DIRECTORS,

Held on Tueſday the 30th May, 1786.

Vide App. No. 675. On reading a letter from Meſſrs. William Foſter, and Thomas Hinderwell, jun. tendering three ſhips already built, for the Company's ſervice, and offering to build others; alſo

Vide App. No. 676. Letters from Mr. John Fiott

No. 677. John Julius Angerſtein

No. 678. John St. Barbe, and

Vide App. No. 679, 680. Two letters from Mr. Robert Thompſon, on behalf of Mr. James Jones, each tendering a ſhip for the Company's ſervice.

Vide App. No. 681. Letter from Mr. John Munt, renewing his former tenders of two ſhips; likewiſe

Vide App. No. 682. Letter from Mr. Anthony Brough and Mr. Samuel Hurry, jun. tendering the ſhips Lanſdown, Wyndham, and Norwich, for one voyage to China; and

Vide App. No. 683. Letter from Mr. Anthony Brough, tendering the ſhip Madona for two or more voyages to China, on the terms therein-mentioned reſpectively.

Ordered, That the above letters be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF THE WHOLE COURT,

The 30th May, 1786.

Vide App. No. 636. Read a letter from Meſſrs. Camden and Calvert, dated the 21ſt February laſt, tendering 4000 tons of ſhipping for the enſuing ſeaſon, at £22. per ton to China, and £23. to India.

Mr. Calvert attending was called in, and acquainted the Committee, that ſince the date of the above tender, his ſituation was ſo changed, that he could not engage to fulfil the ſame, as he found on enquiry that it was now impoſſible to build a ſhip of 700 tons, in the river, for the enſuing ſeaſon.

The Committee being informed, that Robert Preſton, Eſq. Chairman of the Committee of Managing Owners, was very deſirous of having a conference with the Chairman and Deputy, thoſe gentlemen withdrew, and being returned, they acquainted the Committee that Mr. Preſton had declared on the part of himſelf and his friends, a readineſs to accept of £24. per ton to China, which was the loweſt that could be taken.

Vide App. No. 676. Read a letter from John Fiott, Eſq. dated this day, tendering a new ſhip for the next ſeaſon, to be of 750 tons and upwards, and commanded by Mr. William Greer, at £22. per ton to China for the firſt and ſecond voyage, to the other parts of India at £24.

£24. per ton; for the 3d and 4th voyages at £2. per ton leſs, and for the 5th voyage at £18. per ton.

And Mr. Fiott being called in, and heard thereon,

Reſolved, That it is the opinion of this Committee, that Mr. Fiott's tender for a ſhip of 750 tons and upwards, builders meaſurement, to be commanded by William Greer, Eſq. to carry men in proportion to her tonnage, and with forty officers only, be accepted on condition that he have no claim to rebuild upon her bottom in caſe of loſs, or after her having performed her 4th or 5th voyages, and to be at Graveſend by the 20th March, 1787, provided Mr. Fiott will engage not to charge demorage, in caſe the ſhip ſhould loſe her paſſage, and ſhould not have been at Graveſend by that day.

Read a letter from Captain William Agnew, dated the 17th February laſt, offering to build a ſhip from 750 to 900 tons burthen, in the river Thames, to be ready to launch by the middle of October, at £22. per ton for China direct; £23. per ton for Madras and China or Bombay; £24. per ton for Bengal, with half freight for any ſurplus tonnage. Vide App. No. 628.

And Mr. Robert Wigram attending the Committee on behalf of Captain Agnew, was called in, and ſaid that the ſaid ſhip could not be ready for this year.

Reſolved, That it is the opinion of this Committee that the above tender be not accepted.

Read a letter from Mr. John Troutbeck, dated the 21ſt February laſt, offering to build two ſhips for the Company's ſervice of 758 or 800 tons, at £22. per ton, for China direct, on the whole tonnage, or £23. on builders tonnage, the firſt to be ready by the 1ſt February, 1787, and the other in the following ſeaſon. Vide App. No. 626.

And Mr. Troutbeck being called in, acquainted the Committee, that neither of the ſhips could be ready for this year, but they might be depended on for the next.

Reſolved, That it is the opinion of this Committee, that the above tender be not accepted.

Read a tender from Mr. John Thompſon, for building a new ſhip in the river, of 650 tons or upwards, to be launched in March, 1787, the 1ſt and 2d voyages to China at £22. per ton; to Coaſt and China £23. to Bengal £24. and to abate 40ſ. per ton to either of the above places, the 3d and 4th voyage. Vide App. No. 651.

And Mr. Thompſon being called in, acquainted the Committee that he declined proceeding in the ſame.

Read a letter from Captain Richard Parkes, dated the 10th February laſt, offering to build a ſhip for the Company's ſervice, for the enſuing ſeaſon, at £22. per ton, to China; £23. to Coaſt and China, and the different parts of India, £24. Vide App. No. 614.

And Captain Parkes being called in, acquainted the Committee that the ſaid ſhip could not be got ready for this ſeaſon.

Reſolved, That it is the opinion of this Committee that the ſame be not accepted.

Vide App. No. 655. Read letters from Mr. John Munt, dated the 26th April laſt, and this day, offering a ſhip now building in the river, on the terms therein-mentioned.

And Mr. Munt being called in, acquainted the Committee that the ſhip was building for 420 tons, but might be made very near 500.

Reſolved, That it is the opinion of this Committee that the ſame be not accepted.

Vide App. No. 663. Read a letter from Mr. James Jones, dated the 11th inſtant, offering two ſhips for the Company's ſervice, to be built in the ſummer of 1787, on the terms therein-mentioned.

Reſolved, That the ſame be not accepted.

Vide App. No. 679. Read a letter from Mr. Robert Thompſon, dated this day, ſtating that he has received an expreſs from Mr. James Jones, informing him that he is willing to engage to build a ſhip which ſhall be at Graveſend by the 1ſt April, 1787, on the terms ſpecified in his letter of the 11th inſtant.

And Mr. Thompſon being called in, acquainted the Committee that the ſhip ſhould be of any ſize the Court might think proper, but that ſhe could not be at Graveſend before the 1ſt April.

Reſolved, That the ſame be not accepted.

Vide App. No. 684. Captain John Oliver delivered a report of ſeveral ſhips ſurveyed by the Committee's order of the 26th inſt.

The Committee being informed that Mr. Thompſon was deſirous of being heard again on the ſubject of Mr. Jones's tender before-mentioned;

He was accordingly called in, and offered, on the part of Mr. Jones, to engage that the ſhip ſhall be ready by the 15th March next, from 750 to 1100 tons burthen, and of ſuch dimenſions as the Court may fix.

Mr. Thompſon was thereupon deſired to ſtate his offer in writing.

The Committee then adjourned the further conſideration of the tenders of ſhips till to-morrow.

AT A COURT OF DIRECTORS,

Held on Tueſday the 30th May, 1786.

The Chairman from the Committee of the whole Court, reporting, as their opinion, that Mr. Fiott's tender for a ſhip of 750 tons and upwards, builders meaſurement, to be commanded by William Greer, Eſq. to carry men in proportion to her tonnage, and with forty officers only, be accepted on condition that he have no claim to rebuild on her bottom in caſe of loſs, or after her having performed her 4th or 5th voyages, and to be at Graveſend by the 20th March, 1787, provided Mr. Fiott will engage not to charge demorage in caſe the ſhip ſhould loſe her paſſage, and ſhould not have been at Graveſend by that day.

Reſolved by the ballot unanimouſly, That this Court do agree in opinion with the ſaid Committee.

Letter from Mr. Nathaniel Tanner, dated this day, ſignifying his acquieſcence in the Court's propoſal, reſpecting the dimenſions of his ſhip of 1000 tons, was read. Vide App. No. 685.

AT A COMMITTEE OF THE WHOLE COURT,

The 31ſt May, 1786.

Read Captain Oliver's report of the ſeveral ſhips ſurveyed by the Committee's order of the 26th inſt. Vide App. No. 684.

It was then, on a motion,

Reſolved, That the following ſhips be taken up for one voyage to China, provided the Owners will let them at £20. per ton, builders meaſurement, and the ſurplus tonnage at half freight; the ſaid ſhips to be ſubject to all the conditions and reſtrictions uſual in the Company's Charter-Party, viz.

Clinton	Prince George
South Carolina	Admiral Barrington

And provided the Owners of the South Carolina engage to ſtand to any extra expence the Company may be put to for loading, unloading or lightening the ſhip in England and China.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 31ſt May, 1786.

On reading a letter from Godfrey Thornton, Eſq. offering his ſhip the Admiral Barrington, tendered by him on the 15th inſt. for a third and fourth voyage. Vide App. No. 662, 686.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

Letter from Mr. John Rogers, dated this day, offering to build a ſhip for the Company's ſervice, on the terms therein-mentioned, and to be commanded by himſelf; and Vide App. No. 687.

Letter from Mr. Robert Thompſon, dated this day, amending the tender made by him yeſterday, in behalf of Mr. James Jones, of a ſhip for the Company's ſervice, were read and taken into conſideration. Vide App. No. 688.

It was then moved, and

Reſolved by the ballot, That Mr. Thompſon's tender, on behalf of Mr. Jones, for a ſhip of the burthen of 750 to 1100 tons, builders meaſurement, to carry men in proportion to her tonnage, and with 40 officers only, be accepted, on condition that he have no claim to rebuild upon her bottom in caſe of loſs, or after her having performed her fourth or fifth voyages, and to be at Graveſend by the 15th March, 1787, provided Mr. Thompſon will engage not to charge demorage in caſe the ſhip ſhould loſe her paſſage, and ſhould not have been at Graveſend by that day.

Mr. Thompſon being then called into Court, was acquainted with the above reſolution, and declared himſelf perfectly ſatisfied with the ſame.

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Another motion being then made, it was

Reſolved, That the offer made by Robert Preſton, Eſq. to the Chairman and Deputy Chairman, yeſterday, in behalf of himſelf and others, be now taken into conſideration.

And the ſame being accordingly taken into conſideration,

It was moved,

"That the offer of Robert Preſton, Eſq. for letting the regular ſhips for the enſuing ſeaſon, at the freight of £24. per ton for China, be accepted."

And the queſtion on that motion being put by the ballot,

The ſame paſſed in the negative.

Mr. John Rogers was then called into Court, and interrogated as to the terms on which he this day tendered a ſhip for the Company's ſervice, and Mr. Rogers being withdrawn,

It was moved, and

Reſolved by the ballot, That Mr. Rogers's tender for a ſhip of the burthen of 1020 tons, builders meaſurement, to carry men in proportion to her tonnage, and with 40 officers only, be accepted, on condition that he have no claim to rebuild upon her bottom in caſe of loſs, or after her having performed her fourth or fifth voyages, provided ſhe be at Graveſend by the 20th March, 1787, and that Mr. Rogers will engage not to charge demorage in caſe the ſhip ſhould loſe her paſſage, and ſhould not have been at Graveſend by that day.

The Chairman, from the Committee of the whole Court, ſubmitting to the Court as their opinion,

That the following ſhips be taken up for one voyage to China, provided the Owners will let them at £20. per ton, builders meaſurement, and the ſurplus tonnage at half freight; the ſaid ſhips to be ſubject to all the conditions and reſtrictions uſual in the Company's Charter-Party, viz.

Clinton	Prince George
South Carolina	Admiral Barrington

And provided the Owners of the South Caroline engage to ſtand to all extra expence the Company may be put to for loading, unloading or lightening the ſhip in England and China.

Reſolved by the ballot, That this Court do agree in opinion with the ſaid Committee.

AT A COURT OF DIRECTORS,

Held on Thurſday the 1ſt June, 1786.

Vide App. No. 689. Letter from Mr. John Julius Angerſtein, dated this day, ſignifying that he will accept the Court's offer for the freight of the ſhip South Carolina, was read, as was alſo

Vide App. No. 690 Letter from Mr. Thomas Newby, dated this day, ſignifying his acquieſcence in the terms offered by the Court for the ſhip Prince George,

George, and that he has appointed Samuel Secretan, Esq. to be husband of that ship.

East-India House,
1st June, 1786.

Richard Hall, Esq. delivered in the following dissent, viz.

"The Court having yesterday resolved by ballot, to reject "the offer made by the Owners of the old or established ships "of £24. per ton, and accepted £22. from other Owners for new "ships, and £20. for old and foreign built ones; I not having "concurred in the measure, beg leave to state my reasons; be- "cause, when it is considered the Owners of the old shipping "have been obliged to build their ships under regulations of the "Company, which not only limitted the tonnage, but lately "restricted the length, breadth, and depth of hold, and that "many of them must have incurred heavy expences during the "war: whereas the Owners of the new ships are permitted to "build of a size from 200 to 300 tons larger, thereby giving an "advantage which had been frequently denied the old Owners; "and when it is considered the little expence or cost of the old "and foreign ships, when compared to the established ones, I "cannot but be of opinion, the terms refused the old Owners "were not so beneficial to them, as those given to the Owners "of the new ships, and less so those of the old and foreign ones; "and because I think men, who had aided the Company with "a capital, from a million to a million and an half, and had "shewn every readiness during the Company's difficulties not "only to assist but to forbear their just demands, might have "reasonably hoped to have had terms of freight preferable to "those who have no such claims upon the East-India Company. "For these reasons I beg to be permitted to record my dissent "to the said resolutions."

RICHD. HALL.

The following letters were read, viz.

From Mr. Godfrey Thornton, dated this day, desiring he may be allowed till Tuesday next, to return his final answer to the Court's proposal for taking up his ship, Admiral Barrington, for one voyage to China, at £20. per ton. And

Vide App. No. 691.

From Mr. James Margetson, dated this day, expressing his hope that the Court will, on reconsideration of the low terms offered by them for his ship the Clinton, agree to the freight of £22. per ton.

Vide App. No. 692.

On a motion,

Ordered, That it be referred to the Joint Committee of Private Trade and Shipping, with the assistance of the Company's Solicitor, to consider of making such alterations in the Charter-Parties of the ships of the ensuing season, as they shall judge necessary and expedient.

John Manſhip, Eſq. delivered in the following letter, viz.

East-India Houſe,
1ſt June, 1786.

GENTLEMEN,

I did not think to have troubled you with any animadverſions on the buſineſs of yeſterday, had not a very reſpectable member of our ſociety, for whom I have the higheſt eſteem, entered his diſſent this day, which I muſt acknowledge ſurprizes me beyond meaſure, how there can poſſibly be two opinions on ſo plain a queſtion, is to me aſtoniſhing; as whether we are to accept the tenders of a certain number of ſhips offered by a new deſcription of gentlemen, to thoſe who have had the arrangement of the regular ones, when the terms, in conſequence of our advertiſement, are ſo palpably advantageous, according to my ideas, as I muſt and will conſider both ſets of ſhips equally proper for the ſervice, the abſolute ſtipulation being, that they ſhould all be entirely under the inſpection of our own Surveyors.

With much eſteem, I remain,

GENTLEMEN,

Your very humble ſervant,

JOHN MANSHIP.

To the Honorable the Court of Directors of the United Eaſt-India Company.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 7th June, 1786.

Vide App. No. 693. Letter from Mr. John Rogers, dated the 2d inſt. ſtating that he cannot build a ſhip for the Company's ſervice, within the period fixed by the Court for that purpoſe, was read.

Vide App. No. 694. On reading a letter from Godfrey Thornton, Eſq. dated the 6th inſt. ſignifying that he will accept the Court's offer of £20. per ton for his ſhip, the Admiral Barrington, to China for one voyage, in full dependance, that the Company will employ her at the ſame rate for another voyage.

It was moved, and on the queſtion,

Reſolved, That Mr. Thornton be acquainted, that although the Company have taken up the ſhip Admiral Barrington for one voyage to China, they cannot engage to take her up for a ſecond voyage.

Vide App. No. 695. Letter from Mr. James Margetſon, dated the 2d inſt. deſiring leave to withdraw his letter of the preceding day, ſignifying that he will accept the Court's offer of £20. per ton for the ſhip Clinton, for one voyage to China, being read,

Ordered, That the ſhip Clinton be taken up for the Company's ſervice, on the above terms.

On reading a letter from Mr. John Deffell, tendering a new ſhip for the Company's ſervice; Vide App. No. 696.

Letter from Mr. James Jones, dated this day, ſignifying that he is ready to confirm the engagement made by his broker, Mr. Robert Thompſon, for a new ſhip, which he let to the Company, and requeſting an anſwer to another tender of a ſhip made by Mr. Thompſon on his behalf; Vide App. No. 697.

Letter from Mr. Abel Chapman, tendering a ſhip for the Company's ſervice; and Vide App. No. 699.

Letter from Mr. John St. Barbe, requeſting the Court's attention to his tender of the ſhip Dennis. Vide App. No. 700.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

Letter from Mr. Nathaniel Tanner, dated this day, being read, ſtating that he ſhall not be able to compleat his engagement for building a ſhip for the Company's ſervice this ſeaſon, and requeſting the Court will permit him to build a ſhip of 1000 tons burthen and upwards, for the ſeaſon 1787. Vide App. No. 698.

Ordered, That the ſaid letter be referred to the conſideration of the Company's Solicitor.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 7th June, 1786.

Letter from Mr. John Fiott, dated the 24th, and referred by the Court the 25th ult. intimating his wiſhes, that his ſhip may be ſurveyed by the Company's Maſter-Attendant and Surveyor of ſhipping, as often as the Court ſhall pleaſe to order; and Vide App. No. 669.

Letter from Captain John Oliver, dated the 2d inſt. ſignifying that he and Mr. Ferguſon are going to Itchenor, near Chicheſter, on the above ſervice, were read. Vide App. No. 701.

AT A COMMITTEE OF THE WHOLE COURT,

The 9th June, 1786.

Read letter from Mr. Robert Thompſon, on behalf of Mr. James Jones, dated 30th ult. and from Mr. Jones of the 7th inſtant, tendering a Dutch ſhip at Briſtol of 700 tons for the Company's ſervice; alſo Vide App. No. 680. No. 697.

Letter from Mr. John Deffell, dated the 6th inſt, tendering a new ſhip for the Company's Service. Vide App. No. 696.

Ordered, That the ſaid letters be taken into conſideration on Tueſday next.

Read letter from Mr. Nathaniel Tanner, dated the 7th inſt. ſtating that he ſhall not be able to fulfil his engagement for building a ſhip for the Company's ſervice this ſeaſon, as Meſſrs. Vide App. No. 698.

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and Brent have pledged themſelves, jointly, with ſeveral others who have been in the habit of building Eaſt-Indiamen, not to build a ſhip for any perſon who ſhall engage to let their ſhips at a reduced freight.

Ordered, That the Company's Solicitor do take the opinion of council as to the meaſures proper to be taken in conſequence.

Meſſrs. John Oliver and Gabriel Snodgraſs were called in and examined reſpecting the ſhips lately ſurveyed by them.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 13th June, 1786.

Vide App. No. 702. An account of the progreſs of ſhips building for the Company's ſervice, dated the 9th inſtant, ſigned by Mr. Gilbert Ferguſon, was laid before the Committee.

AT A COURT OF DIRECTORS,

Held on Tueſday the 13th June, 1786.

Vide App. No. 703. On reading a letter from Anthony Brough, Eſq. dated this day, tendering his ſhip the Madona, for Bengal, at £23. per ton, for one voyage, or at £22. per ton, for Madras and China; alſo,

Vide App. No. 704. Letter from Mr. Timothy Mangles, dated this day, tendering a ſhip now building, for one voyage only; and offering to build a ſhip to be ready the latter end of next year.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

Vide App. No. 705. Letter from the Committee of Managing Owners of Shipping, dated this day, being read, requeſting copy of the eſtimates of ſavings on freights, delivered by the Court to the Houſe of Commons, and alſo a liſt of the extra ſhips tendered to the Company, and upon what terms and tonnage.

Vide App. No. 670. Ordered, That the Owners be furniſhed with copy of the eſtimates mentioned in their requeſt, and alſo with a liſt of the ſhips taken up this ſeaſon for the Company's ſervice.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 14th June, 1786.

Vide App. No. 706. A letter ſigned by Jervoiſe Clarke Jervoiſe, Eſq. and thirteen other Proprietors, dated this day, deſiring that a General Court may be called as ſoon as convenient, on ſpecial affairs; and to take into conſideration the preſent ſtate of the Company's Shipping, being read;

Vide App. No. 707. Ordered, That a General Court be ſummoned to meet at this Houſe on ſpecial affairs, on Thurſday the 22d inſtant, agreeably to the draught of an advertiſement, now read and approved.

Letter

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Letter from Mr. John St. Barbe, dated this day, ſignifying that he has no doubt of making his ſhip Dennis full 550 tons, by lengthening her; and offering another ſhip for the Company's ſervice, on the ſame terms as the Dennis, being read; alſo, Vide App. No. 708.

Letter from Mr. Peter Meſtaer, dated this day, tendering the new ſhip Surry, for the Company's ſervice, on the ſame terms as the other new ſhips lately taken up; and, Vide App. No. 709.

Letter from Mr. Thomas Hall, dated this day, offering to build a ſhip for the Company's ſervice for next ſeaſon, on the terms therein-mentioned, Vide App. No. 710.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Friday the 16th June, 1786.

Draught of a letter to the Managing Owners of the ſeveral ſhips lately taken up for the Company's ſervice, was read and approved. Vide App. No. 711.

AT A COURT OF DIRECTORS,

Held on Tueſday the 20th June, 1786.

On reading a note from George Dempſter, Eſq. ſtating his idea of compromiſing the preſent diſpute between the Court of Directors and the Owners of Shipping, reſpecting the freights of this ſeaſon; Vide App. No. 712.

Reſolved, That an anſwer be given to Mr. Dempſter's letter, expreſſing the thanks of this Court for his inteference to bring about an accommodation between the Company and the ſhip Owners, in confidence that it ariſes from the beſt motives; and, to aſſure him, that the Court would be happy to come to ſuch an accommodation with the Owners as may be made conſiſtent with the intereſt of the Company, and the duty the Court owe to their Conſtituents; but, as the Court are poſſeſſed of undoubted proof that ſhips may be freighted for the two firſt voyages at £22. per ton, and for the two latter voyages at £20. per ton, and for a fifth voyage at £18. per ton; and, although the Court are willing to give ſomething more to the old Owners, they do not think themſelves juſtified in ſubmitting to a reference, whether the freight demanded by the old Owners ſhould be given, nor does the ſubject appear to the Court as a proper matter of reference.

On reading a letter from Mr. John Julius Angerſtein, dated this day, ſignifying that the ſhip South Carolina, is in Meſſrs. Dudman and Barnard's dock at Deptford; alſo, Vide App. No. 713.

Letters from Meſſrs. Anthony Brough — Vide App. No. 714.
James Margetſon — No. 715.
Thomas Newby — No. 716.
Godfrey Thornton — No. 717.
John Fiott and — No. 718.
Robert Thompſon on behalf of Mr. J. Jones, ſeverally — No. 719.

ſeverally acquainting the Court, that the ſhips let by them to the Company, will be ready at the times, and fitted agreeably to the conditions agreed upon by the Company; and,

Vide App. No. 720. No. 721. No. 722. Letters from Meſſrs. Anthony Brough
Robert Thompſon on behalf of J. Jones and
Nathaniel Tanner,

ſeverally contradicting the reports circulated of their intending to ſell the commands of the ſhips let by them to the Company, and the appointments of the ſeveral officers of thoſe ſhips,

Ordered, That the ſaid letters be referred to the conſideration of the Committee of Shipping.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 21ſt June, 1786.

Vide App. No. 723. Letter from Captain Oliver, dated the 16th inſt. ſtating, that he and Mr. Ferguſon intended to proceed on the following day to Yarmouth and Liverpool, to ſurvey the ſhips building for Mr. Brough, was read.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 21ſt June, 1786.

Vide App. No. 724. On reading a letter from Mr. John Munt, dated this day, offering to build a ſhip for the Company's ſervice, on the terms therein-mentioned.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Thurſday the 22d June, 1786.

Vide App. No. 725. Letter from Mr. John Fiott, dated the 21ſt inſt. contradicting the report of his having ſold the command of the two ſhips now building by him for the Company's ſervice, being read,

Ordered, That the ſaid letter be referred to the conſideration of the Committee of Shipping.

On ſeveral motions,

Vide App. No. 726. Reſolved unanimouſly, That it appears from an account produced by the Freight-Accountant, that on thirteen ſhips arrived from China in 1784, and on nine arrived from China this year, the difference of the coſt of full freight between chartered tonnage and builders meaſurement, reckoning the freight at £24. per ton, would amount to £8904. or 10s $\frac{84}{100}$ per ton.

[The ſhips arrived in 1785 are omitted in this calculation, as they brought, on an average, 1318 cheſts each of bohea tea, which is by far more than the uſual proportion.]

Reſolved unanimouſly, That it appears by an account produced by the Freight-Accountant, that the average number of each ſhip's

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Company from England of the ſhips arrived from China in 1784, 1785, and 1786, was 119.

Reſolved unanimouſly, That the whole tonnage of the ſix new ſhips building for the enſuing ſeaſon, to load tea in China in 1787-8, amounts to 4809 tons, viz.

580 575 620	3 ſhips building	by	Mr. Anthony Brough
about 928 1000	2 ditto	by	Mr. Fiott
1106	1 ditto	by	Mr. Jones
4809 tons			

That the tonnage of four ſhips taken up for one voyage only, at £20. per ton from China, amounts to 3220 tons, viz.

1200 tons,	ſhip South Carolina	from	Mr. Angerſtein
600 -	Admiral Barrington	-	Mr. Thornton
700 -	Prince George -	-	Mr. Newby
720 -	Clinton -	-	Mr. Margetſon
3220 tons			

Reſolved, That it appears by an eſtimate of the freight of the above ten ſhips from China, viz. four for four voyages, two for five voyages, and four for one voyage only, prepared by the Company's Freight-Accountant, at the rates at which they have been taken up, the coſt will be leſs to the Company by £86,744. than for an equal tonnage of the ſhips from the old Owners at the rate demanded of £24. per ton; and that the tonnage of the ſaid ſhips, being 8029 tons, is conſiderably ſhort of the additional tonnage wanted for the increaſed importation of tea neceſſary to carry the Commutation Act into effect.

Reſolved unanimouſly, That as it appears to this Court, that ſome of the ſhips of this ſeaſon have not brought 550 cheſts of common bohea tea, and yet have brought ſurplus tonnage, the reſolution of Court of the 21ſt March, to load that quantity on board each ſhip of 800 tons, ought to be, and is hereby revoked.

A printed copy of the reſolutions of the Owners of Eaſt-India ſhipping, at a General Meeting, held the 21ſt inſt. and tranſmitted by the Clerk to the Committee of Managing Owners, was read, Vide App. No. 727.

The Court then adjourned to attend the General Court.

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AT A GENERAL COURT

Of the United Company of Merchants of England, trading to the East-Indies,

Held on Thurſday the 22d June, 1786.

The Chairman acquainted the Court, that it was called at the deſire of fourteen Proprietors, by letter to the Court of Directors, dated the 14th inſt. and that thoſe gentlemen would give their reaſons for it.

Whereupon the letter from the ſaid fourteen Proprietors, deſiring this Court to be ſummoned, was read, being as follows, viz.

Honourable Sirs,

We whoſe names are hereunto ſubſcribed, being duly qualified according to law, as Proprietors of Eaſt-India ſtock, do deſire that a General Court of the ſaid Company may be called as ſoon as convenient on ſpecial affairs, and to take into conſideration the preſent ſtate of the Company's ſhipping.

We are, Honourable Sirs,

Your moſt obedient ſervants,

J. Forbes	J. Clarke Jervoiſe
C. Ommaney	Robt. Palk
Robt. Preſton	H. Mackworth
H. H. Pelly	Edw. Ommaney
Alex. Hume	William Hornby
Rich. Hotham	Ed. Antrobus
Tho. Newte	James Bond

Then one of the gentlemen who ſigned the above letter acquainted the Court with the buſineſs for which it was called, and the following motion was made and ſeconded, viz.

Reſolved, That it be recommended to the Court of Directors to reconſider their reſolutions of the 16th March and the 26th of May, relative to the freight of their ſhips for this ſeaſon; and alſo to conſider the following reſolution paſſed at a General Meeting of the Owners of ſhipping, held at the London Tavern, on Wedneſday the 21ſt day of June 1786, viz. That an offer be made to the Court of Directors to accept £24. per ton under the ſtipulations of a letter of 26th May from the ſaid Owners to the Court of Directors, for the China freights of the enſuing ſeaſon only; and, as an experiment, whether under any poſſible regulations or conditions ſhips built on the principles required by the Company from the preſent Owners, can be afforded at ſo low a freight.

Vide App. No. 727.

The following papers being called for were read, viz.

Letter from the Managing Owners of the Eaſt-India ſhipping to the Court of Directors. dated 27th January, 1786, and

Vide App. No. 58c.

Letter from the Committee of Managing Owners of Eaſt-India ſhipping to the Court of Directors, dated 22d March 1786.

Vide App. No. 648.

The

The Deputy Chairman recommended to the Court to read the proceedings of the Court of Directors, and of the Committee of the whole Court, on the ſubject of receiving tenders, and taking up ſhips for the enſuing ſeaſon; the following papers were then read, viz.

Minutes of a Committee of the whole Court, dated 7th and 8th February; the 7th, 8th, 14th, 16th, and 21ſt March; the 26th, 30th, and 31ſt May.

Minutes of the Court of Directors of 16th March; 10th April; 2d, 26th, 30th, and 31ſt May; 1ſt, 7th, 13th, 14th, 16th, and 20th inſtant.

Rough Minutes of a Committee of the whole Court of Directors, on the 9th inſt.

Account freight of ſhips from China in 1784 and 1786, on builders meaſurement, and alſo on chartered tonnage. Vide App. No. 726.

Alſo the two following papers delivered to the Court of Directors by Nathaniel Smith, Eſq. late Deputy Chairman, the 16th March laſt.

No. 1. Remarks on the ſubject of the ſhipping employed by the Eaſt-India Company. Vide App. No. 644.

No. 2. Eſtimates for building and fitting out ſhips of different dimenſions. Vide App. No. 645. No. 646.

A note from George Dempſter, Eſq. to John Motteux, Eſq. Deputy Chairman, being called for, was read, Vide App. No. 712.

And after a debate of conſiderable length, the motion before the Court was read, and a ballot being demanded by the following gentlemen to be taken on the ſaid queſtion agreeably to the 28th By-Law, viz.

John Michie, Eſq.	Francis Baring, Eſq.
John Motteux, Eſq.	John Townſon, Eſq.
John Manſhip, Eſq.	Charles Mills, Eſq.
George Cuming, Eſq.	Paul Le Meſurier, Eſq.
John Woodhouſe, Eſq.	

Reſolved, That a ballot on the following queſtion be taken at this Houſe, on Wedneſday next, the 28th inſt. from eleven o'clock in the forenoon until ſix in the evening, viz.

That it be recommended to the Court of Directors, to reconſider their reſolutions of 16th March and the 26th May, relative to the freight of their ſhips for this ſeaſon; and alſo to conſider the following reſolution paſſed at a General Meeting of the Owners of ſhipping, held at the London Tavern, on Wedneſday the 21ſt day of June, 1786, viz.

That an offer be made to the Court of Directors to accept the £24. per ton, under the ſtipulations of a letter of 26th May, from the ſaid Owners to the Court of Directors, for the China freights of the enſuing ſeaſon only; and as an experiment, whether any poſſible regulations or conditions, ſhips built on the principle required by the Company from the preſent Owners can be afforded at ſo low a freight;

And then the Court on the queſtion adjourned.

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AT A COMMITTEE OF SHIPPING,

On Friday the 23d June, 1786.

The following letters referred by the Court, the 20th inſt, were read, viz.

Vide App. No. 717. From Godfrey Thornton, Eſq. } dated the 17th inſt.
No. 715. Mr. James Margetſon }
No. 718. Mr. John Fiott }
No. 716. Mr. Thomas Newby }
No. 714. Mr. Anthony Brough } ditto 20th inſt.
No. 719. Mr. Robt. Thompſon }
(for James Jones, Eſq.) }

ſeverally ſignifying, that the ſhips let by them to the Company will be ready at the time, and fitted agreeably to the conditions agreed on with the Company.

Vide App. No. 713. From Julius Angerſtein, Eſq. dated the 20th inſt. informing the Court the ſhip South Carolina is in Meſſrs. Dudman and Barnard's dock at Deptford; and

Vide App. No. 722, 720, 721. No. 725. From Mr. Tanner, dated the 19th; Mr. Brough, the 20th; Mr. Thompſon, (for James Jones, Eſq.) the ſame day; and Mr. Fiott the 21ſt, and referred the 22d inſt. ſeverally contradicting the report circulated of their intentions to ſell the command of their ſhips.

AT A COURT OF DIRECTORS,

Held on Friday the 23d June, 1786.

Vide App. No. 728. The opinion of Edward Bearcroft, Eſq. on a caſe reſpecting the combination between the ſhip's huſbands, and the ſhip-builders, was read.

Vide App. No. 729. Letter from Mr. William Gibſon, dated Armin, the 21ſt inſt. offering to build a ſhip for the Company's ſervice, being read,

Vide App. No. 730. Alſo letter from Mr. James Jones, dated at Briſtol, the 22d inſt. contradicting the aſſertions made of his having meant to ſell the command of the ſhip let by him to the Company;

Ordered, That they be referred to the conſideration of a Committee of the whole Court.

John Manſhip, Eſq. delivered in the following paper.

Queen-ſquare, 23d June, 1786.

GENTLEMEN,

I am ſure to obtain your excuſe in preſuming to offer for your conſideration, a motion, which has been the reſult of my evening's reflections upon the fatal tendency, be the event what it may, of the reference made yeſterday by the Court of Proprietors; I am the more encouraged to this, from a perſuaſion that I muſt

anticipate

anticipate the wiſhes of every member of this Court, ſhould I be fortunate enough to effect an amicable agreement with the old Owners, whom, from a very long and intimate connection, it is natural to ſuppoſe we muſt regard, nay, even love; which I am ſure I can, with great truth, ſay is my caſe, with reſpect to many of them: without then taking up more of your time, I deſire to ſubmit the accompanying motion, and ſhould it be carried, which I truſt it will be unanimouſly, I am ſure every gentleman preſent will admit the propriety of tranſmitting it immediately to the Committee of Owners; who, I am inclined to think, will in that caſe, return their anſwer before the Court breaks up; and, ſhould they accede to the Court's propoſal, it would prevent the aſſembling the General Court on Wedneſday next, and happily be the means of once more reſtoring that harmony which ought ever to ſubſiſt between thoſe ſo intimately connected, as the Owners and ourſelves ought to be.

With much eſteem,

I remain, Sirs,

Your very humble ſervant,

JOHN MANSHIP.

AT A COURT OF DIRECTORS,

Held on Tueſday the 27th June, 1786.

Letter from Mr. Abel Chapman, dated this day, being read, deſiring leave to withdraw the propoſal made by him on the 8th inſt. for building a ſhip at Whitby, for the Company's ſervice; Vide App. No. 731.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND, TRADING TO THE EAST-INDIES,

Held on Wedneſday the 28th June, 1786.

The Court being met to receive the votes brought in for the determination of the queſtion reſolved on the 22d inſt. to be this day put by the ballot;

The following Proprietors were appointed ſcrutineers, to examine the votes delivered in, and to report the determination of the ſaid queſtion, viz.

Robert Williams,	T. Le Meſurier,
William Moffat,	John Sealy,
John Mitford,	Robert Preſton.

At ſix o'clock, the glaſſes being finally cloſed, were delivered to the ſcrutineers, and about ſeven the ſame evening,

Preſent

John Motteux, Eſq. Deputy Chairman,

Thomas Le Meſurier, Eſq. Chairman of the ſcrutineers, brought in their report, which was read, being as follows, viz.

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East-India Houſe, 28th of June, 1786.

We whoſe names are hereunto ſubſcribed, being appointed by the General Court of the United Company of Merchants of England, trading to the Eaſt-Indies, to examine the votes delivered in this day for the determination, by ballot, of the following queſtion, viz.

That it be recommended to the Court of Directors to re-conſider their reſolutions of 16th of March, and 26th May, relative to the freight of their ſhips for this ſeaſon; and, alſo to conſider the following reſolution paſſed at a General Meeting of the Owners of Shipping, held at the London Tavern on Wedneſday the 21ſt day of June, 1786, viz. That an offer be made to the Court of Directors to accept £24. per ton, under the ſtipulations of a letter of the 26th May, from the ſaid Owners to the Court of Directors, for the China freights for the enſuing ſeaſon only; and, as an experiment, whether under any poſſible regulations or conditions, ſhips built on the principles required by the Company, from the preſent Owners, can be afforded at ſo low a freight.

And being alſo appointed to report the number of votes for, and againſt the ſaid queſtion, have accordingly examined the ſaid votes, and find, viz.

362 votes for the queſtion,
94 votes againſt the queſtion,

268 majority.

Robert Williams, T. Le Meſurier,
William Moffat, John Sealy,
John Mitford, Robert Preſton.

Whereupon the ſame was declared from the Chair, and the Court, on the queſtion, adjourned.

AT A COURT OF DIRECTORS,

Held on Thurſday the 29th June, 1786.

Vide App. No. 670. The following order of the Right Honorable the Houſe of Lords, being laid before the Court, viz.

" Die Mercurii, 28 June, 1786.

" Ordered by the Lords Spiritual and Temporal, in Parliament " aſſembled, That the proper officer do lay before this Houſe,

" An account of the freight and demorage paid between the " 21ſt January, 1784, and the 1ſt March, 1786, and from thence " eſtimated to 1ſt March, 1790, diſtinguiſhing each year; alſo, " the ſavings on the ſix ſhips taken up ſeaſon 1785, and " the four ſhips taken up for ſeaſon 1786, at low freights, and " the ſavings per annum, if all the ſhips ſhould be taken up at " the ſame low rates."

Ordered, That the above order be complied with.

AT A COURT OF DIRECTORS,

Held on Friday the 30th June, 1786.

On reading a letter from the Owners of the new ſhip building on the bottom of the Royal Henry, tendering her upon the ſame terms and conditions as the other regular ſhips built for the Company's ſervice; alſo, Vide Appx No. 732.

Letter from Mr. Thomas Hall, dated the 29th inſt. requeſting an anſwer to his tender of the 14th inſt. Vide App. No. 733.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 5th July, 1786.

On reading a letter from Mr. Nathaniel Tanner, dated this day, requeſting an anſwer to his former tender of building a ſhip for the Company's ſervice for the year 1787; alſo, Vide App. No. 734.

Letter from Mr. John Munt, dated the 4th inſt. ſtating his expectations of being able to engage to build a ſhip of 750 tons for the enſuing ſeaſon, and repeating his tender of the 21ſt ult. for building a ſhip of 900 tons or upwards, for the ſeaſon 1787. Vide App. No. 735, 724.

Ordered, That the above letters be referred to the conſideration of a Committee of the whole Court.

On a motion,

Reſolved, That the Court of Directors wiſhing to avoid any miſconſtruction of the Charter-Party reſpecting ſea damage, propoſe leaving out the following clauſe, viz.

"But, nevertheleſs, the ſaid Part-Owners ſhall not be charged "with any ſum of money, in reſpect of goods damaged on board "the ſaid ſhip, either in her outward or homeward-bound "voyage, but ſuch as ſhall, by the condition and appearance of "the package thereof, or by ſome other reaſonable proof, appear "to be ſhip damage, any thing herein contained to the contrary "thereof in any wiſe notwithſtanding."

The Court now proceeding to take into conſideration the reſolution of the General Court of the 28th June laſt;

It was moved,

That the General Court, having by the 28th June, recommended the re-conſideration of the reſolutions of this Court of the 16th March and 26th May, relative to the freight of their ſhips for this ſeaſon, and alſo to conſider the following reſolution paſſed at a General Meeting of the Owners of Shipping, held at the London Tavern, on the 21ſt day of June, 1786, viz. That an offer be made to the Court of Directors to accept £24. per ton, under the ſtipulations of a letter of the 26th May, from the ſaid Owners to the Court of Directors, for the China freights of the enſuing ſeaſon only.

And

And this Court taking into their very ſerious conſideration the recommendation of the ſaid General Court;

Reſolved, That the following freights be offered for the ſhips to be taken up for the ſeveral parts of India and for China, at builders meaſurement, viz.

For the old ſhips.

To China direct - - -	£24 per ton.
St. Helena and China, Bencoolen and China, and Coaſt and China - -	25
Bombay - - - -	26
Coaſt and Bay - - - -	27

and for the new ſhips now building by the old Owners,

To China direct - - -	£23 per ton.
St. Helena and China, Bencoolen and China, and Coaſt and China - -	24
Bombay - - - -	25
Coaſt and Bay - - -	26

and half-freight for all ſurplus tonnage.

It being propoſed to amend the ſaid motion, by omitting the words, "for the old ſhips" alſo the words, "and for the new "ſhips now building by the old Owners.

"To China direct - - - -	£23 per ton.
"St. Helena and China, Bencoolen and China, "and Coaſt and China - -	24
"Bombay - - - -	25
"Coaſt and Bay - - - -	26"

in order to inſert in lieu of the words laſt mentioned, the words "agreeably to the recommendation of the General Court."

It was accordingly moved, that the words "for the old ſhips," and the words "and for the new ſhips now building by the old "Owners.

"To China direct - - -	£23 per ton.
"St. Helena and China, Bencoolen and China, "and Coaſt and China - -	24
"Bombay - - - -	25
"Coaſt and Bay - - - -	26"

do ſtand part of the main queſtion.

And the queſtion thereon being put by the ballot, the ſame paſſed in the affirmative.

And the main queſtion being then put by the ballot, the ſame was carried in the affirmative, being as follows, viz.

The General Court having, by a vote of the 28th June, recommended the re-conſideration of the reſolutions of this Court of the 16th March and 26th May, relative to the freight of their ſhips for this ſeaſon; and alſo to conſider the following reſolution, paſſed at a General Meeting of the Owners of Shipping, held at the London Tavern on the 21ſt day of June, 1786, viz.

That an offer be made to the Court of Directors to accept £24. per ton, under the ſtipulations of a letter of the 26th May from the ſaid Owners to the Court of Directors, for the China freight of the enſuing ſeaſon only.

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And this Court taking into their very ſerious conſideration the recommendation of the ſaid General Court;

Reſolved, That the following freights be offered for the ſhips to be taken up for the ſeveral parts of India and for China, this ſeaſon, at builders meaſurement, viz.

For the old ſhips.

To China direct - - -	£24 per ton.
St. Helena and China, Bencoolen and China, and Coaſt and China - -	25
Bombay - - - -	26
Coaſt and Bay - - -	27

and for the new ſhips now building by the old Owners.

To China direct - - -	£23 per ton.
St. Helena and China, Bencoolen and China, and Coaſt and China - -	24
Bombay - - - -	25
Coaſt and Bay - - -	26

and half-freight for all ſurplus tonnage.

AT A COURT OF DIRECTORS,

Held on Tueſday the 11th July, 1786.

The Court taking into conſideration a letter from the Managing Owners of ſhipping, dated at the London Tavern the 7th inſt. objecting to the omiſſion of the following clauſe in the Charter-Party, viz. Vide App. No. 736.

That the majority of Ship Owners, ſhall have the ſame power of diſplacing the commander and officers, as the Court of Directors now have;

Alſo the following clauſe, viz.

But nevertheleſs the ſaid Part Owners ſhall not be charged with any ſum of money in reſpect of goods damaged on board the ſaid ſhip, either in her outward or homeward bound voyage, but ſuch as ſhall by the condition and appearance of the package thereof, or by ſome other reaſonable proof, appear to be ſhip damage, any thing herein contained to the contrary thereof, in any-wiſe notwithſtanding.

And deſiring the ſame freight for the ten following ſhips now building with the Company's leave for this ſeaſon, viz.

The Hawke	The Princeſs Royal
Duke of Kingſton	Fairford
Latham	Duke of Portland
Prime	Lord North, and
Lord Holland	Earl of Dartmouth

as has been offered to them on the 5th inſt. for the old ſhips.

Reſolved unanimouſly, That in conſideration of the following words being added to the firſt clauſe, viz. "Provided they ſhew ſufficient cauſe to the Court of Directors for the ſame;" and on their agreeing to approve of a reviſion of the Charter-Party by a Committee of the Court of Directors, with the aſſiſtance of their law officers, with a view to amend the ſame, to the ſatisfaction

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of the Company and the Owners, the ſaid freight be allowed for the above-mentioned ten ſhips.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 12th July, 1786.

Vide App. No. 737. On reading a letter from the Managing Owners of ſhipping, dated this day, ſignifying that they cannot poſſibly admit of any alteration in the clauſes of the Charter-Party, relative to ſea damage, and the power veſted in the Owners of diſplacing the commander, that they ſhall be happy to concur with the Court in reviſing the Charter-Party, ſo as to render it as correct as poſſible, and that they accept of the £24. per ton as the China freight, and the others in proportion on the preſent Charter-Party terms;

Ordered, That the conſideration of the above letter be poſtponed until Wedneſday the 19th inſt.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 12th July, 1786.

Vide App. No. 738. Letter from Captain Oliver and Mr. Ferguſon, dated the 7th inſt. reporting the progreſs of the two ſhips building by Mr. Anthony Brough, one at Yarmouth and the other at Liverpool, was read,

Vide App. No. 739. An account of the progreſs of ſhips building for the Company's ſervice, dated the 7th inſt. and ſigned by Mr. Gilbert Ferguſon, was laid before the Committee.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 19th July, 1786.

On a motion,

Vide App. No. 737. Ordered, That the conſideration of the letter from the Managing Owners of ſhipping, dated the 12th, be defered to the 26th inſtant.

Vide App. No. 740. On reading a letter from Mr. Anthony Brough, dated this day, repeating his requeſt to have an anſwer to his tender of his ſhip Madona,

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

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AT A COURT OF DIRECTORS,

Held on Friday the 21ſt July, 1786.

On reading a letter from Mr. William Moffat, dated this day, requeſting the Court to decide on the right of the Owners of the Duke of Grafton, to build on her bottom. Vide App. No. 741.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF THE WHOLE COURT,

The 26th July, 1786.

The Committee took into conſideration the references of Court of the 12th inſt. on a letter from the Managing Owners of ſhipping, dated the ſame day, ſignifying that they cannot poſſibly admit of any alteration in the clauſes of the Charter-Party, relative to the ſea damage, and the power veſted in the Owners of diſplacing the Commander; that they ſhall be happy to concur with the Court in reviſing the Charter-Party, ſo as to render it as correct as poſſible; and that they accept of £24. per ton as the China freight, and the others in proportion in the preſent Charter-Party terms. Vide App. No. 736.

The letter from the Managing Owners of ſhipping, dated the 12th inſt. was read; the reſolutions of the Court of Directors of the 5th, 12th, and 19th inſt. were alſo read. Vide App. No. 737.

It was then moved, and on the queſtions being ſeverally put,

Reſolved, That this Committee taking into conſideration the letter from the Managing Owners of the 12th inſt. and conſidering the advanced ſeaſon of the year, which precludes the Company from getting other proper ſhips in time, and the neceſſity of immediately making a proviſion of a ſufficient number of ſhips for the Company's ſervice, do agree to take up the ſhips for the preſent ſeaſon only upon the terms and conditions propoſed by the Owners in their letter of the 26th May laſt, and which terms the General Court on the 28th ult. recommended to the Court of Directors to reconſider.

Reſolved, That in order to obviate in ſome degree the difficulties that have of late ſubſiſted, and may hereafter ſubſiſt, between the Court of Directors and the Owners of ſhipping, relative to the freight of ſhips that have been built for the Company, it be a ſtanding order of this Court, that before any ſhips, after thoſe of the preſent ſeaſon, be employed in the Company's ſervice, and before leave ſhall be given to build ſhips for the Company's employ, either on the bottoms of thoſe worn out, or otherwiſe, the perſon or perſons ſhall, at the time of making ſuch requiſition, expreſs the terms on which they intend letting the ſaid ſhip or ſhips to the Company, that is to ſay, the preciſe freight to China and the ſeveral parts of India, the tonnage and the number of men to navigate each ſhip; and further, that they will ſubſcribe to a reviſion of the clauſes reſpecting ſhip and ſea damage, and alſo the diſmiſſion of the Captains by the Owners, without the concurrence of this Court, now ſtanding in the Charter-Party;

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and until the ſame ſhall be finally agreed upon between the Company and the Owners, leave be not given to build on any account or pretence whatever.

Reſolved, That the before-going reſolutions be reported to the Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 26th July, 1786.

The Chairman from the Committee of the whole Court, ſubmitting to the Court two reſolutions, adopted by the Committee this day,

It was, on the queſtion,

Reſolved, That this Court taking into conſideration the letter from the Managing Owners of the 12th inſt. and conſidering the advanced ſeaſon of the year, which precludes the Company from getting other proper ſhips in time, and the neceſſity of immediately making a proviſion of a ſufficient number of ſhips for the Company's ſervice, do agree to take up the ſhips for the preſent ſeaſon only, upon the terms and conditions propoſed by the Owners in their letter of the 26th May laſt; and which terms the General Court on the 28th ult. recommended to the Court of Directors to reconſider.

Reſolved, That in order to obviate in ſome degree, the difficulties that have of late ſubſiſted, and may hereafter ſubſiſt, between the Court of Directors and the Owners of ſhipping, relative to the freights of ſhips that have been built for the Company, it be a ſtanding order of this Court, that before any ſhips, after thoſe of the preſent ſeaſon, be employed in the Company's ſervice, and before leave ſhall be given to build ſhips for the Company's employ, either on the bottom of thoſe worn out or otherwiſe, the perſon or perſons ſhall, at the time of making ſuch requiſition, expreſs the terms on which they intend letting the ſaid ſhip or ſhips to the Company, that is to ſay, the preciſe freight to China, and to the ſeveral parts of India, the tonnage, and the number of men to navigate each ſhip; and further, that they will ſubſcribe to a reviſion of the clauſes reſpecting ſhip and ſea damage, and alſo the diſmiſſion of the Captains by the Owners without the concurrence of this Court, now ſtanding in the Charter-Party; and until the ſame ſhall be finally agreed upon between the Company and the Owners, leave be not given to build on any account or pretence whatever; and that notice be given to receive tenders agreeable to the Company's By-Law, on Wedneſday next.

Vide App. No. 742.

Letter from Mr. John Fiott, being read, ſignifying that his ſecond ſhip is contracted to be built at Itchenor, near Chicheſter, of the burthen of 978 tons, and that the keel and great part of her frame are ready for ſurvey.

Ordered, That the ſaid letter be referred to the conſideration of the Committee of Shipping.

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AT A COMMITTEE OF SHIPPING,

On Wedneſday the 2d Auguſt, 1786.

Letter from Mr. Snodgraſs and Captain Coggan, dated this day, reporting the tonnage of the Admiral Barrington, was read. Vide App. No. 743.

The following letters being alſo read, viz.

From Captain Thomas Larkins, dated the 7th, and Thomas Newte, Eſq. the 19th ultimo, to Mr. Snodgraſs, ſeverally repreſenting that the ſhips Warren Haſtings and Rodney, having been ſtripped, ſheathed, and coppered on their ſecond voyage, they imagine it will not be neceſſary to take off the ſheathing from the bottoms under the copper, and ſubmitting the ſame to his conſideration, to avoid the heavy expence attending it. Vide App. No. 744, 745.

From Mr. Snodgraſs, dated the 7th ultimo, deſiring Captain Larkins's letter may be laid before the Committee for ſuch inſtructions as they may pleaſe to give him. Vide App. No. 746.

And the Committee having likewiſe conſidered Mr. Newte's letter, Vide App. No. 745.

Mr. Snodgraſs was called in and examined, and received directions to make a report of the above ſhips previous to the Committee's coming to any determination thereon.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 2d Auguſt, 1786.

On reading a letter from Mr. John Julius Angerſtein, dated the 1ſt inſt. requeſting, on account of the great expence which will attend the repair of the ſhip South Carolina, that he may be permitted to withdraw his tender of that ſhip, unleſs the Court ſhould think proper to continue her in the Company's ſervice for a ſecond China voyage. Vide App. No. 747.

Ordered, That Mr. Angerſtein be permitted to withdraw his tender of the ſhip South Carolina.

On reading a letter from Mr. Godfrey Thornton, dated the 1ſt inſt. ſtating, that on meaſuring the ſhip Admiral Barrington, he is diſappointed in finding her fall ſhort of her eſtimated tonnage, and requeſting that ſhe may, however, be permitted to proceed in the Company's employ; that he may be permitted to ſend her out with four-pounder guns inſtead of ſix-pounders, and with ſuch reduction of men and officers as can be allowed conſiſtent with the ſafety of the Company's concerns, on account of her ſmall ſize; alſo, Vide App. No. 748.

Letter from Mr. Gabriel Snodgraſs and Mr. John Coggan, dated this day, ſtating, that the tonnage of the ſhip Admiral Barrington turns out to be 527 $\frac{33}{94}$ tons; Vide App. No. 743;

And Mr. Gabriel Snodgraſs having been called in and examined on the ſubject, it was

Reſolved, That the ſhip Admiral Barrington be continued in the Company's ſervice, upon the terms and conditions on which

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ſhe was taken up, in conſideration of the expences incurred by the Owners.

Ordered, That the latter part of Mr. Thornton's requeſt be referred to the Committee of Shipping, to examine and report.

Vide App. No. 749. Letter from the Committee of the Managing Owners of Shipping, dated the 28th ultimo, adviſing that they have received the Court's reſolution of the 26th ultimo; referring to their letter of the 12th ultimo, with reſpect to a reviſion of the Charter-Party; and requeſting leave to build upon all the old bottoms, on fair and equitable terms, and upon ſuch dimenſions as the Court ſhall approve, was read.

Vide App. No. 750. The tenders of the following ſhips being opened and read, viz.

The General Eliott, - -	Capt. Robert Drummond
Laſcelles, - - -	Thomas Wakefield
Earl of Cheſterfield, - -	Bruce Boſwell
Aſia, - - -	John Davy Foulkes
Royal Admiral, - -	Joſeph Huddart
New ſhip in the room of the Duke of Kingſton,	Juſtinian Nutt
Ditto Duke of Portland, -	John Sutton,
Ditto Royal Henry, - -	Ralph Dundas
Ditto Prime, - -	James Dundas
Ditto Lord North, - -	William Hambly
Ditto Princeſs Royal, -	Alexander Hume
Ditto Fairford, - -	Philip Dundas
Ditto Major, - -	James Elkington
Ditto Pacific, - -	Robert Scott
Ditto Duke of Grafton, -	James Mitchell
Ditto Hawke, - -	Richard Pennell
Ditto Blandford, - -	George Dundas

Vide App. No. 751. all tendered at builders meaſurement, at the following freights, viz.

To China direct - - - -	£24 per ton.
St. Helena and China, Bencoolen and China, and Coaſt and China - - -	25
Bombay - - - -	26
Coaſt and Bay - - -	27

and, in all other reſpects, to be taken up on the ſame terms and conditions as the regular ſhips of laſt ſeaſon; alſo

Vide App. No. 752. The tenders of the following ſhips upon the ſame terms, at their full tonnage, as far as 800 tons each, provided they can bring that tonnage, viz.

The Raymond, - -	Capt. Henry Smedley
Lord Camden, - -	Thomas Walker
Eſſex, - - -	John Strover
King George, - -	John Sherwood
Atlas, - - -	Allen Cooper
Northumberland, - -	James Rees
Deptford, - - -	John Gerrard
Francis, - - -	James Urmſton
Dublin, - - -	William Smith
Barwell, - - -	Robert Carr
Glatton, - -	Charles Drummond

Duke

Duke of Montroſe, -	Capt. Alexander Gray
Houghton, - -	James Monro
Warren Haſtings, - -	Thomas Larkins
Rodney, - -	Henry Wakeman
Winterton, - -	Raymond Snow
Oſterley - -	John Clarkſon
General Coote, - -	James Baldwin
Buſbridge, - -	Thomas Robertſon
Bellmont, - -	Wm. Dick Gamage
Lord Macartney, -	James Hay
New ſhip in the room of the Lord Holland, - -	Stephen Williams
Ditto Latham, - -	Robert Fairfull

Likewiſe a tender of the ſhip Alfred for a fifth voyage, at £22. per ton, to China; £23. to St. Helena and China, Bencoolen and China, and Coaſt and China; £24. to Bombay, and £25. to Bengal; and Vide App. No. 753.

A tender of a new ſhip building in the room of the Rochford, at £23. per ton, to China; £24. to St. Helena and China, Bencoolen and China, and Coaſt and China; £25. to Bombay, and £26. to Coaſt and Bay. Vide App. No. 758.

Ordered, That the ſaid tenders be referred to the Joint Committee of Correſpondence and Shipping, to examine and repor.

The tenders of the following ſhips being alſo read, viz. Vide App. No. 754.

The Locko, - - - Capt. John Baird

New ſhip in the room of the Earl Dartmouth,	J. H. Dempſter, tendered by Mr. Wm. Moffat and others	No. 755.
Ditto Ditto, -	J. Mills, tendered by Mrs. Jane Willſon and others	No. 756.

on the ſame terms and conditions as the ſeveral ſhips above-mentioned.

Ordered, That they be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

On reading the requeſt of the Owners of the Rochford, that Mr. John Baird may have leave to build on that ſhip's bottom; Vide App. No. 757.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 9th Auguſt, 1786.

A tender of the ſhip Dutton, Capt. James Weſt, at her full tonnage, as far as 800 tons, provided ſhe can bring that tonnage agreeably to the conditions of the Owners letter of the 26th May laſt, at the following freights, viz. Vide App. No. 759.

To China direct - - -	£24 per ton.
St. Helena and China, Bencoolen and China, and Coaſt and China, - -	25
Bombay - - -	26
Coaſt and Bay - - -	27

and, in all other reſpects, to be taken up on the ſame terms and conditions as the regular ſhips of laſt ſeaſon, being read,

Ordered,

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

Vide App. No. 760. On reading the requeſt of Mr. Culling Smith for leave to defer the repairs of the ſhip Houghton, from the third to the fourth voyage, in the expectation of her being able to proceed a fifth voyage; alſo,

Vide App. No. 761. Letter from Mrs. Jane Willſon and others, deſiring leave to withdraw their tender of the new ſhip, building in the room of the Earl of Dartmouth, in favour of that preſented by Mr. William Moffat,

Ordered, That the ſaid requeſt and letter be likewiſe referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 10th Auguſt, 1786.

Vide App. No. 762. Mr. Gilbert Ferguſon's report of the progreſs of ſhips building for the Company's ſervice, dated the 4th inſt. was laid before the Committee.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Friday the 11th Auguſt, 1786.

Vide App. No. 750 to 759. The Committee having taken into conſideration the reference of Court of the 2d inſt. on the ſeveral tenders of ſhips then preſented to the Court, reported, as their opinion, that the regular ſhips for the preſent ſeaſon be taken up at their builders meaſurement, at

£24 per ton to China direct
25 - - St. Helena and China, Bencoolen and China, Coaſt and China, Bombay and China, and St. Helena and Bencoolen
26 - - Bombay
27 - - Coaſt and Bay

(which freights are agreeably to the reſolution of Court of the 26th ult.) and that, in all other reſpects, they be on the ſame terms as the regular ſhips of laſt ſeaſon.

AT A COURT OF DIRECTORS,

Held on Friday the 11th Auguſt, 1786.

Vide App. No. 763. Letter from Mrs. Jane Willſon, dated the 9th inſt. aſſigning her reaſons for withdrawing her tender of the ſhip Earl of Dartmouth, was read.

A report from the Joint Committee of Correſpondence and Shipping, dated this day, being read,

Reſolved,

Reſolved, That the regular ſhips for the preſent ſeaſon be taken up at their builders meaſurement, at £24. per ton, to China direct

25. { St. Helena and China, Bencoolen and China, Coaſt and China, Bombay and China, and St. Helena and Bencoolen

26. Bombay

27. Coaſt and Bay

which freights are agreeable to the reſolution of Court of the 26th ult. and that in all other reſpects, they are on the ſame terms, as the regular ſhips of laſt ſeaſon.

Ordered, That it be referred to the Committee of Correſpondence, to report the number of ſhips neceſſary to be taken up for the Company's ſervice this ſeaſon.

On reading a letter from Captain George Thomſon, pledging himſelf to prove to the Court, that the right of building on the bottom of the late ſhip Earl of Dartmouth is veſted in him. Vide App. No. 764.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

Letter from Mr. John Deffell, dated the 10th inſt. being read, requeſting to know whether his tender of a ſhip on the 6th June laſt, for the Company's ſervice, will be accepted. Vide App. No. 765.

It was moved, and on the queſtion,

Reſolved, That the ſhip tendered by Mr. Deffell, be not taken up for the Company's ſervice.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 16th Auguſt, 1786.

Letter from John Fiott, Eſq. referred by the Court the 26th ult. ſignifying that his ſecond ſhip is contracted for, to be built at Itchenor, and of the burthen of 978 tons, that the keel, and great part of the frame are ready for ſurvey, was read, Vide App. No. 742.

The Committee having conſidered the reference of Court of the 9th inſt. on the requeſt of Culling Smith, Eſq. for leave to defer the uſual repairs of the ſhip Houghton from the third until the fourth voyage, that ſhe may be able to go a fifth voyage; reported as their opinion to the Court, that Mr. Smith's requeſt cannot be complied with. Vide App. No. 760.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 16th Auguſt, 1786.

On reading a letter from Mr. Robert Williams, dated this day, withdrawing his former tender of the ſhip Locko, and offering her again at £24. per ton, for 758 tons, and at half-freight for the remainder of her tonnage. Vide App. No. 766.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

The Chairman acquainting the Court, that in a converſation which himſelf and the Deputy Chairman had this morning with Robert Preſton, Eſq. and ſeveral other Owners, thoſe gentlemen had ſtated that the Committee of Managing Owners expect whole freight for 800 tons on each ſhip, if the ſhips will take it in, agreeable to the terms of their letter of the 26th of May laſt.

Reſolved unanimouſly, That the Company do agree to pay full freight on the ſmall regular ſhips, for whatever goods the Company may lade on them, beyond the builders meaſurement, as far as to the amount of 799 tons, and only half-freight for the exceedings of that tonnage; but the Company do not hold themſelves bound to lade more goods on ſuch ſhips than to the amount of the builders meaſurement.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the requeſt of Culling Smith, Eſq. for leave to defer the uſual repairs of the ſhip Houghton, from the third until the fourth voyage, be not complied with.

AT A COURT OF DIRECTORS,

Held on Friday the 18th Auguſt, 1786.

Vide App. No. 767.

On reading a letter from the Committee of Managing Owners, dated this day, requeſting that the Court will leave out the laſt ſentence of their reſolution of the 16th inſt. namely, "but the "Company do not hold themſelves bound to load more goods on "ſuch ſhips than to the amount of the builders meaſurement," as it may preclude the ſmall ſhips from the advantages ariſing from the tonnage propoſed.

Reſolved unanimouſly, That the ſaid requeſt be not complied with.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 22d Auguſt, 1786.

Vide App. No. 764.

The Committee having taken into conſideration the reference of Court of the 11th inſt. on the letter from Captain George Thomſon, ſignifying that he does not doubt he ſhall be able to prove, to the ſatisfaction of the Court, that the right of building on the bottom of the ſhip Earl of Dartmouth, is veſted in him; but as the Court of Directors, on the 22d March, 1785, at the requeſt of the majority of Owners of the late ſhip Earl of Dartmouth, gave permiſſion to Mrs. Willſon to build a ſhip on that bottom, and as in conſequence of ſuch permiſſion a keel was laid, and it now appears, by the report of the Aſſiſtant-Surveyor of ſhipping, that the new ſhip is in ſuch forwardneſs as to be intended to be launched in the month of October next, the Committee reported their opinion to the Court, that under thoſe circumſtances, no further notice ſhould be taken of Captain Thomſon's letter.

The Committee having alſo taken into conſideration the reference of Court of the 9th inſt. on a letter from Mrs. Jane Willſon and others, deſiring leave to withdraw their tender of a new ſhip in the room of the Earl of Dartmouth, in favour of that preſented by William Moffat, Eſq. and the Committee having conſidered another letter from Mrs. Willſon (referred the 11th inſt.) aſſigning as a reaſon for her ſo doing, that the Owners have appointed Mr. Moffat to be the Managing Owner of the new ſhip, in which ſhe concurs. The Committee reported, as their opinion, to the Court, that the firſt-mentioned tender be withdrawn accordingly. Vide App. No. 761. Vide App. No. 763.

AT A COMMITTEE OF CORRESPONDENCE,

The 22d Auguſt, 1786.

Purſuant to a reference of Court of the 11th inſt. the Committee took into conſideration the proper number of ſhips to be entertained in the Company's ſervice the enſuing ſeaſon;

And the Committee offer it to the Court, as their opinion, that 34 ſhips be entertained for the enſuing ſeaſon, including the Company's ſhip Britannia.

AT A COURT OF DIRECTORS,

Held on Tueſday the 22d Auguſt, 1786.

Letter from Mr. Anthony Brough, dated this day, was read, ſignifying that the names of his three ſhips are as follows, viz. Vide App. No. 768.

The ſhip building at London, is called the Marquis of Lanſdown, David Tolmé, Commander; the ſhip at Liverpool, the Earl of Wycombe; the ſhip at Yarmouth, the Lord Walſingham.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That under the circumſtances mentioned in the ſaid report, no further notice be taken of a letter from Captain George Thomſon, read in Court the 11th inſt. reſpecting his right to build on the bottom of the ſhip Earl of Dartmouth.

On reading another report from the ſaid Committee, alſo dated this day,

Reſolved, That the requeſt of Mrs. Jane Willſon and others, for leave to withdraw their tender of a new ſhip in the room of the Earl of Dartmouth, be complied with.

A report from the Committee of Correſpondence, dated this day, being read,

Reſolved, That 34 ſhips be entertained in the Company's ſervice for the enſuing ſeaſon, including the Company's ſhip Britannia, and the eight extra ſhips already taken up.

AT

AT A COMMITTEE OF CORRESPONDENCE,

The 23d Auguſt, 1786.

The Committee ſubmit to the Court, as their opinion, that the following ſhips already taken up, together with the Clinton and Admiral Barrington be ſtationed for China, in part of the 20 ſhips agreed by the Court yeſterday, to be ſent thither this ſeaſon, viz.

Ships.	Tons.	Commander.
Marquis of Lanſdown -	620	Capt. David Tolmé
Earl of Wycombe - -	580	
Lord Walſingham - -	575	
New ſhip building by Mr. Fiott	978	
Ditto - - -	928	
Ditto - - Mr. Jones	1106	

The Committee alſo ſubmit it to the Court, as their opinion, that the following ſhips be taken up, viz.

Ships.	Tons.	Commanders.
New ſhip (Duke of Kingſton)	799	Capt. Juſtinian Nutt
Lord Camden - -	775	
New ſhip (Princeſs Royal)	799	
Britannia - -	770	Edw. Cumming
Atlas - -	763	Allen Cooper
New ſhip (Duke of Portland)	799	John Sutton
Ditto (Latham) -	799	Robt. Fairfull
Rodney - - -	772	
Buſbridge - -	771	Tho. Robertſon
New ſhip (Lord Holland)	799	Stephen Williams
General Eliott - -	800	Robt. Drummond
Warren Haſtings - -	763	Tho. Larkins
King George - -	776	
New ſhip (Fairford) -	799	Philip Dundas
Earl of Cheſterfield -	810	Bruce Boſwell
Francis - - -	789	James Urmſton
New ſhip (Prime) -	799	James Dundas
Oſterley - - -	775	Joſeph Clarkſon
Laſcelles - - -	824	Tho. Wakefield
Royal Admiral - -	914	Joſeph Huddart
Houghton - -	778	James Monro
Glatton - - -	778	Charles Drummond
New ſhip (Hawke) - -	799	Rich. Pennell
Ditto (Earl of Dartmouth)	799	John H. Dempſter
Ditto (Lord North) -	799	William Hambly

The Committee further ſubmit it as their opinion, that on account of the advantage that will reſult to the Company from taking up the ſhip Locko, Captain John Baird, at only 758 tons, whole freight, paying only half freight for ſuch ſurplus tonnage as ſhe ſhall bring, ſhe be taken up accordingly for one voyage only; and on condition that no claim ſhall be made for building on her bottom.

AT

AT A COURT OF DIRECTORS,

Held on Wedneſday the 23d Auguſt, 1786.

The Chairman acquainted the Court, that ſome of the Managing Owners of ſhipping were in waiting to ſpeak to the Court;

And Robert Preſton, Henry Hinde Pelly, and Donald Cameron, Eſqrs. being introduced, thoſe gentlemen declared, on behalf of themſelves and the reſt of the Owners, that they were willing to let all the ſhips at builders meaſurement, and have only half freight for ſuch ſurplus tonnage as they might bring; they then withdrew.

The requeſt of Mr. William Moffat, that with reſpect to the ſhip Francis, the uſage of ripping all the ſheathing off, may be diſpenſed with, and that a ſurvey by the Company's officers may be ordered thereon, being read; Vide App. No. 769.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

A report from the Committee of Correſpondence, dated this day, being read,

Reſolved by the ballot, That the following ſhips already taken up, together with the Clinton and Admiral Barrington, be ſtationed for China, viz.

	Tons.
The Marquis of Lanſdown - -	620
Earl Wycombe - -	580
Lord Walſingham - -	575
New ſhip building by Mr. Fiott	978
Ditto - - Ditto	928
Ditto - - Mr. Jones	1106

That the following ſhips be taken up, viz.

	Tons.		Tons.
New ſhip (D. of Kingſton)	799	New ſhip (Fairford)	799
Lord Camden - -	775	Earl of Cheſterfield -	810
New ſhip (Princeſs Royal)	799	Francis - -	789
Britannia - -	770	New ſhip (Prime) -	799
Atlas - -	763	Oſterley - -	775
New ſhip (D. of Portland)	799	Laſcelles - -	824
New ſhip (Latham)	799	Royal Admiral - -	914
Rodney - -	772	Houghton - -	778
Buſbridge - -	771	Glatton - -	778
New ſhip (Lord Holland)	799	New ſhip (Hawke) -	799
General Eliott - -	800	Ditto (Earl of Dartmouth)	799
Warren Haſtings -	763	Ditto (Lord North) -	799
King George - -	776		

That on account of the advantage that will reſult to the Company from taking up the ſhip Locko, Captain John Baird, at only 758 tons whole freight, paying only half freight for ſuch

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ſurplus tonnage as ſhe ſhall bring, ſhe be taken up accordingly for one voyage only, and on condition that no claim ſhall be made for building on her bottom.

AT A COURT OF DIRECTORS,

Held on Friday the 25th Auguſt, 1786.

On reading the requeſt of Mr. Thomas Newby, for leave to withdraw his tender of the ſhip Prince George,

Ordered, That the ſame be complied with.

Vide App. No. 770. Letter from Mr. Abel Chapman, dated this day, being read, propoſing to build a ſhip of 500 tons and upwards, for the Company's ſervice, to be ready for ſea in autumn 1787, at the freight of £22. per ton for the firſt and ſecond voyages, and £20. for the third and fourth ;

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 30th Auguſt, 1786.

Vide App. No. 771. Letter from Mr. Gabriel Snodgraſs, dated the 23d inſt. ſtating that in conſequence of the Committee's orders, he has examined the ſhips Warren Haſtings and Rodney, and, in his opinion, the fitting thoſe ſhips in the manner propoſed by the Owners may be ſafely complied with, was read.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 30th Auguſt, 1786.

Vide App. No. 772. On reading a letter from Anthony Brough, Eſq. dated the 29th inſt. ſignifying that if the Court deſire it, his three ſhips for China ſhall have their ports upon the middle deck, framed but not cut out, and carry light guns upon the upper deck, as was done on board the Mars ; alſo

Vide App. No. 773. The requeſt of Culling Smith, Eſq. that the uſage of ſtripping all the ſheathing from a ſhip, after her ſecond voyage, may be diſpenſed with in favor of the Houghton ; and that a ſurvey may be ordered on her ;

Ordered, That the ſaid letter and requeſt be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Friday the 1ſt September, 1786.

Vide App. No. 774. On reading a letter from Mr. Thomas Hall, dated this day, renewing his former tender of building a ſhip of 750 tons for four voyages to China, the firſt two at £22. per ton each, and the third

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third and fourth at £20. per ton each, except in caſe of war, when he is to be allowed the additional freight given to the other ſhips.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

On reading the requeſt of Mr. Peter Eſdaile, for leave to build a new ſhip in the room of the Halſewell. Vide App. No. 775.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 6th September, 1786.

The Committee made the following reports to the Court, viz.

Purſuant to reference of Court of the 30th ult. the Committee have conſidered the letter from Anthony Brough, Eſq. ſignifying that if the Court deſire it, he ſhall fit out his three ſhips for China, by framing the ports upon the middle decks, but not to cut them out, and to carry light guns upon the upper decks, as the ſhips will be ſafer, and a greater quantity of ſurplus tonnage may be brought home; and are of opinion, that Mr. Brough's requeſt be not complied with. Vide App. No. 772.

The Committee took into conſideration the references of Court of the 23d and 30th ult. on the requeſts of William Moſſat and Culling Smith, Eſqrs. that the ſhips Francis and Houghton having made ſhort voyages, the uſage of ſtripping off all the ſheathing, after the ſecond voyage, may be diſpenſed with, and are of opinion, that the ſame be not complied with. Vide App. No. 709. No. 773.

The Committee taking into conſideration what proportion of kintledge, demorage, private trade to commanders and officers, and number of men and guns are proper for the following ſhips taken up under 755 tons, viz.

Marquis of Lanſdown
Earl of Wycombe
Lord Walſingham
Clinton, and
Admiral Barrington

Reſolved, That the above ſhips be conſidered in the ſame proportion as other ſhips taken up laſt year, under the ſame predicament as the amount of each of their tonnage is to a ſhip of 755 tons.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 6th September, 1786.

Two reports from the Committee of Shipping, dated this and being read,

Reſolved, That the requeſt of Mr. Anthony Brough, for leave to fit out his three ſhips for China, by framing the ports upon the middle decks, but not to cut them out, and to carry light guns upon the upper decks, be not complied with.

Reſolved,

Reſolved, That the requeſts of William Moffat and Culling Smith, Eſqrs. that the ſhips Francis and Houghton, having made ſhort voyages, the uſage of ſtripping off all the ſheathing, after the ſecond voyage, may be diſpenſed with, be not complied with.

Vide App. No. 776, 777.

On reading a letter from Mr. Thomas Larkins, dated this day, encloſing one to him from Mr. Margetſon, aſſigning over his right in the ſhip Clinton to Mr. Larkins, and ſignifying that her name is to be altered to the Dover;

Ordered, That the ſaid letters be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 7th September, 1786.

Vide App. No. 488, 489. 530 to 535. No. 741.

The Committee in conſequence of the ſeveral references of Court of the 15th June and 19th September, 1785, and 21ſt July laſt, conſidered the letters from John Durand and William Moffat, Eſqrs. reſpectively claiming the right of building on the bottom of the ſhip Duke of Grafton, and encloſing ſeveral papers in ſupport of their ſeveral pretenſions, and recommended to the Court, that not any ſhip built on the bottom of the Duke of Grafton ſhould be taken up for the Company's ſervice, till it ſhall be determined between the parties in whom the right of building on that bottom is legally veſted; and that the Secretary do ſignify the ſame to Mr. Durand and Mr. Moffat accordingly.

The Committee taking into conſideration the many inconveniencies which have ariſen from diſputed claims to build on the bottoms of ſhips loſt or worn out in the Company's ſervice, recommended to the Court, that in future it ſhould be a ſtanding order, that previous to any Managing Owner having permiſſion to build on the bottom of any ſhip worn out or loſt, he be required to produce to the Court an inſtrument in writing from the majority of Owners, ſignifying their conſent to his making ſuch application.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 13th September, 1786.

Vide App. No. 778.

Mr. Gilbert Ferguſon's report of the progreſs of ſhips building for the Company's ſervice, dated the 8th inſt. was laid before the Committee.

Vide App. No. 779.

Letter from Mr. Gilbert Ferguſon and Mr. William Gillet, dated the 8th inſt. reporting the progreſs of the ſhip building by Mr. Anthony Brough at Yarmouth, was read.

Vide App. No. 776, 777.

Letter from Thomas Larkins, Eſq. referred by the Court the 6th inſt. encloſing a letter from James Margetſon, Eſq. ſignifying that he has diſpoſed of all his right and title to any intereſt

in the ſhip Clinton, lately taken up for a voyage to China, to Mr. Larkins, and that he propoſes the ſaid ſhip to be called the Dover, was read.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 13th September, 1786.

Two reports from the Committee of Shipping, dated the 7th inſt. being read,

Reſolved, That in future, previous to any Managing Owner having permiſſion to build on the bottom of any ſhip worn out or loſt, he be required to produce to the Court, an inſtrument in writing from the majority of the Owners, ſignifying their conſent to his making ſuch application.

Reſolved, That no ſhip built on the bottom of the Duke of Grafton, be taken up for the Company's ſervice, till it ſhall be determined between the parties in whom the right of building on that bottom is legally veſted; and that the Secretary do ſignify the ſame to Mr. Durand and Mr. Moffat accordingly.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 27th September, 1786.

On reading a letter from Mr. Robert Williams, dated this day, requeſting that no more of the ſheathing may be ſtripped from the Locko; Vide App. No. 780, 781.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 4th October, 1786.

Purſuant to reference of Court of the 27th laſt month, the Committee conſidered the letter from Robert Williams, Eſq. encloſing one from Mr. Barnard the builder, and expreſſing his hopes that the Court will not think it neceſſary to ſtrip off the ſheathing of the Locko; and the Committee having examined Mr. Snodgraſs thereon, he repreſented that upon the preſumption of the ſhips going only one voyage, he had, together with Captain Oliver and Mr. Ferguſon, joined in opinion with the builder and the overſeer belonging to the Owners, and that they ſtill continue in the ſentiments reſpecting the ſheathing of this ſhip, as ſtated in Mr. Barnard's letter, which is to the following effect: Vide App. No. 780, 781.

"That having carefully examined the ſheathing on the bottom "of the ſhip Locko, they find the greater part thereof (which "was ſtripped and new ſheathed laſt voyage) in perfect good "condition, that the remaining part under the light water-mark, "and the ſeams of the bottom under it are in a good ſtate; in "conſideration of which, and the ſheathing being all one inch

 "thick,

" thick, and remarkably well filled, they are of opinion that " the ſhip may make the intended voyage with ſafety, without " ſtripping it, if the uſual quantity of additional ſheathing nails " are carefully drove therein."

The Committee, for the particular reaſons above-mentioned, reported to the Court, as their opinion, that Mr. Williams's requeſt be complied with, particular attention being paid to the recommendation reſpecting the additional quantity of ſheathing nails.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 4th October, 1786.

Vide App. No. 782. On reading a letter from Mr. George Briſac, dated the 3d. inſt. tendering a ſhip for the Company's ſervice, to be commanded by himſelf.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 11th October, 1786.

Vide App No. 783. Mr. Gilbert Ferguſon's report of the progreſs of ſhips building for the Company's ſervice, dated the 6th inſt. was laid before the Committee.

Vide App. No. 784. Letter from Captain John Oliver and Mr. Ferguſon, dated the 6th inſt. reporting the ſtate of the two ſhips building at Itchenor for Mr. Fiott, to launch in January and March next, was read.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 11th October, 1786.

Vide App. No. 785. On reading a letter from Mr. Nathaniel Tanner, dated this day, renewing his offer to build a ſhip of 1000 tons or upwards, for the Company's ſervice, at the freights therein-mentioned.

Ordered, That it be referred to the Committee of the whole Court.

A report from the Committee of Shipping, dated the 4th inſt. being read,

Reſolved, That the requeſt of Robert Williams, Eſq. that the ſheathing of the Locko may not be ſtripped off, be complied with, particular attention being paid to Mr. Barnard's recommendation reſpecting the additional quantity of ſheathing nails to be driven therein.

AT

AT A COMMITTEE OF SHIPPING,

On Tueſday the 17th October, 1786.

Purſuant to a reference of Court of the 2d Auguſt laſt, the Committee conſidered that part of the letter from Godfrey Thornton, Eſq. requeſting that he may be permitted to ſend on board the Admiral Barrington four-pounder guns inſtead of ſix-pounders, and with ſuch reduction of men and officers conſiſtent with ſafety to the Company, on account of her ſmall ſize; and the Committee reported their opinion to the Court, that the Admiral Barrington be navigated by 65 men, and that ſhe carry 18 four-pounders on the middle deck. Vide App. No. 748.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 18th October, 1786.

On reading the requeſt of William Dent, Eſq. that the ſhip Oſterley may be permitted to proceed this voyage without further examination; alſo Vide App. No. 786.

Letter from Meſſrs. John and William Wells to Mr. Dent, dated the 12th inſt. ſtating their opinion, that the Oſterley may ſafely make her intended voyage without ſtripping her ſheathing. Vide App. No. 787.

Ordered, That the ſaid requeſt and letter be referred to the Committee of Shipping, to examine and report.

On reading a letter from Mr. Anthony Calvert, offering to build three ſhips for the Company's ſervice for next ſeaſon; alſo Vide App. No. 788.

Letters from Mr. John Munt, and Vide App. No. 789.

Mr. Robert Thompſon, each offering to build a ſhip for the enſuing ſeaſon, on the terms therein-mentioned; and No. 790.

Letter from Thomas Newte, Eſq. and other Owners of ſhipping, dated this day, tendering their ſervices to rebuild ſuch ſhips as have been worn out. Vide App. No. 791.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

A report from the Committee of Shipping, dated the 17th inſt. being read,

Reſolved, That the ſhip Admiral Barrington be navigated by 65 men, and carry 18 four-pounders on the middle deck.

AT A COMMITTEE OF THE WHOLE COURT,

The 19th October, 1786.

The Committee proceeding to take into conſideration the preſent ſtate of the Company's ſhipping.

The following particulars were laid before the Committee and read, viz.

Liſt

Vide App. No. 792. Liſt of ſhips which may probably be ready for the exports of the ſeaſon, 1787.

No. 793. Liſt of ſhips in turn to build.

The following tenders were alſo read, viz.

Vide App. No. 791. From Thomas Newte, John Clements, Donald Cameron and Henry Hinde Pelly, Eſqrs. acquainting the Court they are ready to rebuild all the ſhips which have been worn out, upon ſuch dimenſions as the Court ſhall think fit, and to tender them upon fair and equitable terms.

Vide App. No. 782. From Mr. George Briſac, of a ſhip of 520 tons meaſurement, to China, for one or more voyages, at £17. per ton; and to other parts at £19. per ton, to be fitted agreeably to the rules of the Company's ſervice, and to be commanded by himſelf.

From Gilbert Slater, Eſq. requeſting permiſſion, on behalf of the Owners, to build on the bottom of the Major.

Vide App. No. 785. From Nathaniel Tanner, Eſq. offering to build a ſhip for the ſeaſon 1787, of 1000 tons or upwards, at £22. per ton for her firſt and ſecond voyages; and £20. per ton, for her third and fourth voyages; and £18. per ton for a fifth voyage to all parts of India and China alike, to be allowed a reaſonable recompence for unavoidable expences in caſe of a war.

Vide App. No. 789. From Mr. John Munt, offering to build a ſhip from 700 to 800 tons, for the enſuing ſeaſon, to Madras and Bengal, at £22. per ton for four voyages.

Vide App. No. 788. From Anthony Calvert, Eſq. to build three ſhips of 1100 tons each, at £22. per ton for the Eaſt-Indies, and £20. per ton for China, to be ready next ſeaſon, for four voyages; and

Vide App. No. 790. From Mr. Robert Thompſon, to build a ſhip of 1106 tons, for the enſuing ſeaſon, to China alone, for four voyages, at £20. per ton; to Bengal at £22. per ton.

Read a report from the Committee of Shipping, dated 8th November, 1785, relative to the number of ſhips neceſſary to be kept up for the Company's ſervice, and permitting the Owners of the next eight ſhips in turn to build for the year 1787; alſo,

The reſolution of the Court of Directors of the ſame day, confirming the above report.

Vide App. No. 640 Read a letter from the Secretary, to the Owners of ſeveral ſhips, permitting them to build on old bottoms, dated 4th March, 1785.

It was then, on the queſtions being ſeverally put,

Reſolved, That it be recommended to the Court to permit three ſhips to be built for the uſe of the Company, of the burthen of from 1000 to 1200 tons, to be launched on or before the 15th November, 1787.

Reſolved,

Reſolved, That a letter be written to the Owners of the following eight ſhips next in turn, to build for the ſeaſon 1787, viz. Vide App. No. 818.

Pacific	Stormont
Rochford	Morſe
Major	Norfolk and
Royal Henry	Ceres, deſiring that they

will ſignify to this Court on or before the 1ſt November next, on what terms they are willing to build the ſaid ſhips for the ſaid ſeaſon; alſo, the tonnage, guns, and number of men to navigate the ſame: and that the reſolution of this Court to build three ſhips of larger dimenſions be tranſmitted to the Owners of the above ſhips for their conſideration.

AT A COURT OF DIRECTORS,

Held on Thurſday the 19th October, 1786.

The Chairman reported that the Committee of the whole Court had come to the following reſolutions, viz.

Reſolved, That it be recommended to the Court to permit three ſhips to be built for the uſe of the Company, of the burthen of from 1000 to 1200 tons, to be launched on or before the 15th November, 1787.

Reſolved, That a letter be written to the Owners of the following eight ſhips next in turn, to build for the ſeaſon 1787, viz.

Pacific	Stormont
Rochford	Morſe
Major	Norfolk and
Royal Henry	Ceres, deſiring that they

will ſignify to this Court, on or before the 1ſt November next, on what terms they are willing to build the ſaid ſhips for the ſaid ſeaſon; alſo, the tonnage, guns, and number of men to navigate the ſame: and that the reſolutions of this Court to build three ſhips of larger dimenſions be tranſmitted to the Owners of the above ſhips for their conſideration.

It was on the queſtion,

Reſolved, That this Court do agree in opinion with the ſaid Committee.

AT A COMMITTEE OF SHIPPING,

On Friday the 20th October, 1786.

Purſuant to reference of Court of the 18th inſt. the Committee have conſidered the letter from William Dent, Eſq. repreſenting that the Oſterley's ſheathing was laſt voyage entirely ſtripped to light water mark, that in the preſent ſurvey a very conſiderable part of the ſheathing has been taken off below light water mark, and in thoſe parts moſt liable to decay, and that the Company's officers find the ſeams tight, and her ſheathing perfect and ſound; that a letter from Meſſrs. John and William Wells, builders, ſtates that "in company with Mr. Snodgraſs, Mr. Ferguſon, and the "Overſeer belonging to the Owners, they have examined the "ſheathing on the bottom of the ſhip Oſterley, and find a great Vide App. No. 786. Vide App. No. 787

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" part (which was new laſt voyage) in perfect condition, and " the remaining part under the light water mark, and the ſeams " of the bottom under it in ſo good a ſtate, that they are of " opinion the ſhip may make her intended voyage with ſafety, " without ſtripping it;" and, therefore, Mr. Dent requeſts that the Oſterley may be permitted to proceed the voyage without further examination

And Mr. Snodgraſs, on being examined by the Committee, having concurred in the above repreſentations, the Committee reported their opinion to the Court, that Mr. Dent's requeſt be complied with.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 25th October, 1786.

A report from the Committee of Shipping, dated the 20th inſt. being read,

Reſolved, That agreeably to the requeſt of Mr. William Dent, the ſhip Oſterley be permitted to proceed on her voyage without further examination.

Vide App. No. 794. On reading a letter from Anthony Brough, Eſq. dated this day, ſignifying his readineſs to build as many ſhips of 1000 or 1200 tons as the Company may want, and upon the terms therein-mentioned.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Friday the 27th October, 1786.

Vide App. No. 795. On reading a letter from Mr. H. Chriſtopher, dated the 26th inſt. offering to build a ſhip for the Company's ſervice, of 1000 or 1200 tons, on the terms therein-mentioned.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 1ſt November, 1786.

Vide App. No. 796. On reading a letter from John Raymond, Eſq. dated this day, requeſting that Captain Thomas Newte may be permitted to preſent a tender of the ſhip Ceres, for him.

Vide App. No. 797. No. 798. No. 799. Letters from Capt. Thomas Newte,
Jeremiah Royds, Eſq. and
Thomas Boddam, Eſq.
in reply to the Secretary's letter of the 20th ultimo, ſtating the terms on which they are willing to build ſhips from 1000 to 1200 tons, on the bottoms of the ſhips
Ceres,
Stormont, and
Morſe.

Letter

Letter from Gilbert Slater, Eſq. in anſwer to the Secretary's letter of the 20th ult. requeſting to know on what terms the Owners are willing to build on the bottoms of the Pacific and Major, obſerving that one ſhip is already built on the faith of the Court's reſolutions, and of the dimenſions laſt preſcribed by them, which may be got ready for this ſeaſon if wanted, and is already tendered; and ſtating the dimenſions on which he propoſes to build the other ſhip. Vide App. No. 800.

Letters from Captain John Baird, and Vide App. No. 801.
James Farquharſon, Eſq. No. 802.
obſerving, in reply to the Secretary's letter of the 20th ult. that ſhips are already built on the bottoms of the Rochford and Royal Henry, upon the faith of the Court's reſolutions, and which may be ready this ſeaſon, if wanted.

Letter from Henry Boulton, Eſq. requeſting that the ſhip to be built on the Norfolk's bottom may be conſidered as a ſhip for the year 1786. Vide App. No. 803.

Letter from Mr. James Jones, tendering a new ſhip from 1000 to 1200 tons, for the Company's ſervice next year; and Vide App. No. 804.
Another letter from Mr. James Jones, ſtating the dimenſions of the ſaid ſhip. Vide App. No. 805.
Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Friday the 3d November, 1786.

On reading a letter from Mr. Nathaniel Tanner, offering to build a ſhip of 1000 tons and upwards; alſo Vide App. No. 806.

Letter from Mr. Thomas Hubbert, offering to build one of 800 tons, for the Company's ſervice next ſeaſon, on the terms therein-mentioned. Vide App. No. 807.
Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

Letter from Mr. T. Larkins being read, requeſting that as the ſhip Dover appears from her conſtruction unequal to bring home her full builders meaſurement of 711 tons, the Charter-Party for that ſhip may be made out at 700 tons only; that the number of men to navigate her may be reduced to 86; and that 20 iron guns, ſix-pounders, may be put on board of her inſtead of nine-pounders, as uſual in larger ſhips. Vide App. No. 808.
Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT

AT A COURT OF DIRECTORS,

Held on Wedneſday the 8th November, 1786.

Vide App. No. 809. On reading a letter from Mr. James Jones, dated the 3d inſt. ſignifying that Meſſrs. Timothy and William Curtis have taken the entire management of the new ſhip, building at Graveſend, to be called the Nottingham.

Ordered, That the ſaid letter be referred to the conſideration of the Committee of Shipping.

AT A COMMITTEE OF SHIPPING,

On Friday the 10th November, 1786.

Vide App. No. 810. Mr. Gilbert Ferguſon's report of the progreſs of ſhips building for the Company's ſervice, dated the 8th inſt. was laid before the Committee.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 15th November, 1786.

Vide App. No. 809. Letter from James Jones, Eſq. dated the 3d and referred by the Court the 8th inſt. ſignifying that Meſſrs. Timothy and William Curtis have taken the entire management of his new ſhip, building at Graveſend, to be called the Nottingham, was read.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 22d November, 1786.

Vide App. No. 811. Letter from Mr. Snodgraſs, dated the 17th inſt. ſtating that the Managing Owner of the Dover, has built ſix cabins in the cuddy for his officers, inſtead of building them in the ſteerage, being read,

The Committee approved thereof.

Vide App. No. 808. Purſuant to reference of Court of the 3d inſt. the Committee conſidered the letter from Thomas Larkins, Eſq. requeſting that as from the particular conſtruction of the ſhip Dover, he apprehends ſhe is unequal to bring home her builders tonnage, her Charter-Party may be made out at 700 tons only, and that the number of men may be reduced to 86; and that ſhe carry 22 iron guns, the largeſt, ſix-pounders;

And the Committee reported, as their opinion, to the Court, that the ſame be complied with.

AT

AT A COURT OF DIRECTORS,

Held on Wedneſday the 22d November, 1786.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the Charter-Party of the ſhip Dover be made out at 700 tons only; that her number of men be reduced to 86; and that ſhe do carry 22 iron guns, the largeſt, ſix-pounders; agreeably to the requeſt of Thomas Larkins, Eſq.

Letter from William Moffat, Eſq. being read, encloſing ſundry papers in ſupport of his claim to build on the bottom of the ſhip Duke of Grafton. Vide App. No. 812 to 817.

Ordered, That it be referred to the Committee of Shipping, with the aſſiſtance of the Company's Standing Council and Solicitor, to examine and report.

Ordered, That the requeſt of Mr. Anthony Brough, for the ſhip Earl of Wycombe, to be permitted to ſail for China from Liverpool, without coming to London, be not complied with.

On reading a letter from Mr. John Munt, dated the 21ſt inſt. offering to build a ſhip from 800 to 1200 tons burthen for the enſuing ſeaſon; alſo Vide App. No. 819.

Letter from Mr. William Palmer, dated this day, tendering a new ſhip from 1000 to 1200 tons burthen for next ſeaſon, on the terms therein-mentioned; and alſo tendering the ſhip Carnatic, if ſhe ſhall arrive in time, for a voyage to China next ſeaſon, at £20. per ton. Vide App. No. 820.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 29th November, 1786.

On reading a letter from John Durand, Eſq. explaining his pretenſions to the right of building on the bottom of the ſhip Duke of Grafton; and praying, that if any doubt on that point ſhould remain, he may be indulged with copies of the papers preſented to the Court by Mr. Moffat, on that ſubject, in order that he may be enabled to anſwer the ſame. Vide App. No. 821.

Ordered, That it be referred to the Committee of Shipping, to do therein as they ſhall think fit.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 5th December, 1786.

Letter from Mr. Snodgraſs, dated the 29th ult. intimating that it is propoſed to make the officers cabins of the Admiral Barrington in the cuddy, and ſubmitting whether the ſame may not Vide App. No. 822.

be allowed in other ſhips, without troubling the Committee with freſh applications, being read,

Reſolved, That the Committee approve of the officers cabins being built as propoſed, on board the Admiral Barrington.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 6th December, 1786.

Vide App. No. 823.

On reading a letter from Mr. Anthony Brough, dated the 5th inſt. propoſing to furniſh eleven men to every hundred tons on board his ſhips, and likewiſe the following number of guns, viz.

To the ſhip Marquis of Lanſdown,	22 guns	16	6	pounders
		6	3	
Lord Walſingham,	20 guns	14	6	
		6	3	
Earl of Wycombe,	20 guns	14	6	
		6	3	

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Friday the 8th December, 1786.

Vide App. No. 823.

The following report was made to the Court, viz.

Purſuant to reference of Court of the 6th inſt. the Committee have conſidered the letter from Anthony Brough, Eſq. propoſing to furniſh his three ſhips with eleven men to every hundred tons, and to provide them with the following guns:

To the ſhip Marquis of Lanſdown,	22 guns	16	6	pounders
		6	3	
Lord Walſingham,	20 guns	14	6	
		6	3	
Earl of Wycombe,	20 guns	14	6	
		6	3	

And are of opinion, that for the preſent voyage the number and nature of guns propoſed by Mr. Brough are very proper, but in regard to the number of men, the Committee are of opinion, that Mr. Brough's ſhips ſhould be manned in the ſame proportion as other ſhips, which is at the rate of twelve and a half for every hundred tons.

AT A COURT OF DIRECTORS,

Held on Friday the 8th December, 1786.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That agreeably to the propoſal of Anthony Brough, Eſq. his three ſhips be provided with the following guns, viz.

The

The ſhip Marquis of Lanſdown,	22 guns	16	6 pounders
		6	3
Lord Walſingham,	20 guns	14	6
		6	3
Earl of Wycombe,	20 guns	14	6
		6	3

That with regard to the number of men, Mr. Brough's ſhips be manned in the ſame proportion as other ſhips, which is at the rate of twelve and a half for every hundred tons.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 12th December, 1786.

The Committee taking into conſideration the reference of Court of the 22d laſt month, on the letter from William Moffat, Eſq. encloſing the opinion of ſeveral counſel in ſupport of his claim to build on the bottom of the ſhip Duke of Grafton; and the ſeveral reſolutions of Court, and the minutes and reports of this Committee on this ſubject having been read, and the Company's Standing Council and Solicitor conſulted thereon, the Committee reported, as their opinion, that the Court ſhould with-hold their permiſſion to build on that ſhip's bottom; and that any ſhip which now is, or may hereafter be built on ſpeculation with a view of ſuch ſhip being tendered in the room of the Duke of Grafton, be not accepted for the Company's ſervice, till the diſputed claim to build ſhall be ſettled between Mr. Durand and Mr. Moffat, or the other Owners of the late ſhip Duke of Grafton. Vide App. No. 812, to 817.

The Committee having likewiſe conſulted the Company's Law Officers, on the reference of Court of the 29th November laſt, on the letter from John Durand, Eſq. deſiring to be indulged with copies of the papers preſented by Mr. Moffat, reported, as their opinion, that Mr. Durand's requeſt be not complied with. Vide App. No. 821.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 13th December, 1786.

Mr. Gilbert Ferguſon's report of the progreſs of ſhips building for the Company's ſervice, dated this day, was laid before the Committee. Vide App. No. 824.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 13th December, 1786.

The Committee of Shipping in a report, dated the 12th inſt. now read, ſubmitting to the Court, as their opinion, that the Court ſhould with-hold their permiſſion to build on the bottom of the ſhip Duke of Grafton; and that any ſhip which now is, or may hereafter be built on ſpeculation, with a view of ſuch ſhip being tendered in the room of the Duke of Grafton, be not accepted for the Company's ſervice, till the diſputed claim to build ſhall be ſettled between Mr. Durand and Mr. Moffat, or the other Owners of

of the late ſhip Duke of Grafton; alſo, that the requeſt of John Durand, Eſq. to be indulged with copies of the papers preſented by Mr. Moffat, be not complied with;

Reſolved, That this Court do agree in opinion with the ſaid Committee.

AT A COURT OF DIRECTORS,

Held on Tueſday the 19th December, 1786.

Letter from G. M. Macaulay, Eſq. dated this day, being read, offering to build a ſhip for the Company's ſervice;

Vide App. No. 825.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

On reading the requeſt of Mr. Anthony Brough, for leave to load the ſhip Earl of Wycombe at Liverpool;

Reſolved, That the ſame be not complied with.

AT A JOINT COMMITTEE OF PRIVATE TRADE AND SHIPPING,

On Friday the 22d December, 1786.

Purſuant to a reference of Court of the 1ſt June laſt, the Joint Committee have, with the aſſiſtance of the Company's Council and Solicitor, taken into their conſideration what alterations appear to them neceſſary to be made in the Charter-Party, and having entered into a minute examination of the ſame, and made ſeveral alterations therein, and alſo tranſpoſed ſeveral of the clauſes, and methodized the whole, they now ſubmit it to the Court for their approval.

Vide App. No. 826.

The Committee think it neceſſary to obſerve, particularly to the Court, that on conſidering the clauſes in Charter-Party, reſpecting damaged goods, and ſhip damage, an account was laid before them, ſhewing, by an average of twelve years, the ſum charged for damage being only about £133. on each ſhip; this account the Committee have judged proper to accompany their preſent report for the Court's information; and, they alſo obſerve, that ſince the firſt introduction of the clauſe in Charter-Party, relating to ſhip damage (which was in the year 1759) the Owners have conſtantly ſubmitted to pay the damage on the Company's cargo, and never diſputed the ſame till in the action brought by Sir Richard Hotham and the other Owners of the York, in the year 1779, ſince which, other actions have been brought againſt the Company, grounded on the ſaid clauſe. The Committee have, therefore, thought it expedient to make ſuch alteration therein as appeared to them neceſſary to render the ſaid clauſe clear and intelligible.

Vide App. No. 827.

The Committee further remark to the Court, that the Charter-Parties have heretofore varied according to the different conſignments of the ſhips, by the omiſſion of ſome clauſes and the inſertion of others; but being of opinion that it would be better that one form ſhould ſerve for all the ſhips wherever conſigned, they

they have accordingly reduced it to ſuch form, as they have (with the advice of the Councel and Solicitor) judged ſufficient to anſwer that purpoſe.

AT A COURT OF DIRECTORS,

Held on Friday the 22d December, 1786.

The Joint Committee of Private Trade and Shipping, by a report dated this day, now read, ſtating to the Court their proceedings in altering and amending the Charter-Party, and ſubmitting to the Court the form of a general Charter-Party for all the ſhips, wherever they may be conſigned; alſo, an account of damage charged the Owners from 1771 to 1782.

Reſolved, That the ſaid general Charter-Party do lay for conſideration till this day week.

AT A COURT OF DIRECTORS,

Held on Friday the 29th December, 1786.

The Court proceeding to take into conſideration the general Charter-Party ſubmitted to the Court by the Joint Committee of Private Trade and Shipping, on the 22d inſt. Vide App. No. 826.

It was moved that the following words be inſerted in the clauſe (page 4.) wherein the Owners are allowed the ſame power of diſplacing the Commander or Officers, as the Court, viz. "But allowing to the ſaid Captain or Officer ſo diſplaced, the power of appealing to the Court of Directors."

And the queſtion being put on the ſaid motion,

The ſame paſſed in the negative.

It was then moved, and on the queſtion,

Ordered, That it be referred to the Joint Committee of Private Trade and Shipping, to ſettle the ſeveral clauſes in the Charter-Party, relative to the ſhip's paſſage to and from India, and to the demorage to be allowed to the Owners for the loſs of paſſage and detention in India.

On another motion,

Ordered, That a copy of the intended new Charter-Party, when compleated by the Joint Committee of Private Trade and Shipping, be ſent to the Managing Owners by the Secretary, and that they be informed a Court of Directors will be held on Thurſday next, the 4th January, finally to ſettle the ſame, and to appoint a day for receiving tenders for three new ſhips of from 1000 to 1200 tons, for the enſuing ſeaſon, under the conditions of the ſaid Charter-Party.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 3d January, 1787.

On reading a letter from Mr. James Jones, requeſting a deciſion on his former offer to build another new ſhip for the Company's ſervice; Vide App. No. 828.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

The Chairman acquainted the Court, that having had a conference with the Managing Owners of Shipping, on the ſubject of the general Charter-Party lately approved by this Court, thoſe gentlemen had ſtated objections to ſeveral parts thereof, and had expreſſed a wiſh to have more time for conſidering the ſame;

Ordered, That this Court do on Thurſday the 11th inſt. take into conſideration ſuch obſervations as the Owners may think proper to offer on the general Charter-Party.

AT A COMMITTEE OF SHIPPING,

On Friday the 5th January, 1787.

Vide App. No. 829. Mr. Ferguſon's report of the progreſs of ſhips building for the Company's ſervice, dated this day, was laid before the Committee.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 10th January, 1787.

Vide App. No. 830. On reading a letter from Robert Preſton, Eſq. dated the 9th inſt. ſignifying that the Managing Owners find ſome clauſes in the general Charter-Party to which they cannot accede, and requeſting to have the honor of meeting a Committee of the whole Court on the ſubject;

Reſolved, That this Court will give the Owners a meeting, agreeably to their requeſt, at half paſt eleven o'clock in the forenoon to-morrow.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 11th January, 1787.

Vide App. No. 831. On reading a letter from Godfrey Thornton, Eſq. dated the 4th inſt. deſiring, for the reaſons therein-mentioned, that the guns belonging to the ſhip Admiral Barrington may be allowed to remain on board, notwithſtanding they are not Woolwich proof;

Ordered, That Mr. Thornton be acquainted that the Committee cannot admit of any but Woolwich proof guns being ſent on board any of the freighted ſhips in the Company's ſervice.

AT A COMMITTEE OF THE WHOLE COURT,

The 11th January, 1787.

Vide App. No. 830. Read a letter from Robert Preſton, Eſq. Chairman of the Committee of Managing Owners, dated the 9th inſt. deſiring a conference with the Committee.

And ſome of the Owners attending were called in, and acquainted the Committee, that the Owners could not agree to the clauſe relative to ſhip damage, nor for making them anſwerable for the conduct of the Commanders relative to the ſale of their ſhips.

The

The Chairman deſired they would ſtate their objections in writing, the Owners then withdrew, and the Committee adjourned to go into a Court of Directors.

AT A COURT OF DIRECTORS,

Held on Thurſday the 11th January, 1787.

The following letters were read, viz.

From the Managing Owners of Shipping, dated this day, ſtating that the Owners cannot make themſelves reſponſible for the ſea damage, as mentioned in the intended new Charter-Party; and alſo objecting to the Owners being anſwerable for the conduct of the Commanders relative to the ſale of their ſhips; Vide App. No. 832.

From Mr. H. Chriſtopher, dated the 10th inſt. repeating his former tender of a ſhip to be ready by the month of March, 1788, but objecting to the terms of the new Charter-Party; and Vide App. No. 833.

From Mr. James Jones, dated this day, ſtating his objections to the new Charter-Party, and renewing his former tender with the alteration of £18. per ton for the fifth voyage. Vide App. No. 834.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF THE WHOLE COURT,

The 11th January, 1787.

The Committee being again met,

A letter from the Committee of Managing Owners of Shipping, dated this day, was read, ſtating that it is the opinion of the Owners at large, that they cannot make themſelves reſponſible for the ſea damage, as mentioned in the intended new Charter-Party; and alſo objecting to the Owners being anſwerable for the conduct of the Commanders relative to the ſale of their ſhips. Vide App. No. 832.

And the Committee taking the ſaid letter into conſideration;

It was, on the queſtion being put,

Reſolved, That the Owners be not charged with a ſum exceeding £6000. for damages received in any one ſhip.

The Committee then agreed to defer the further conſideration of the Owners letter till to-morrow.

AT A COURT OF DIRECTORS,

Held on Thurſday the 11th January, 1787.

The Chairman acquainted the Court that the Committee of the whole Court had had a conference with the Managing Owners of Shipping, on the ſubject of the propoſed general Charter-Party, at which it was agreed upon, that the damage for any one ſhip ſhould not be computed at a ſum exceeding £6000.

Reſolved, That this Court do approve the proceedings of the Committee as above ſtated.

AT

AT A COMMITTEE OF THE WHOLE COURT,

The 12th January, 1787.

The Committee, with the aſſiſtance of the Company's Solicitor, amended the clauſe of the Charter-Party, page 6, relative to the ſum to be paid by the Owners for damages, by leaving out the word "but," and inſerting after the word "voyage" the following words, viz. "exceeding the ſum of ſix thouſand pounds, nor "for any damage except, &c."

The Committee alſo took into conſideration the other clauſe objected to by the Owners, relative to the making them accountable for the Commanders, in the ſale of offices, on board the Company's ſhips, as inſerted in page 4 of the Charter-Party, and agreed to make the following addition after the words Owners and Maſter, "who ſhall offend in the premiſes, and ſuch offend-"ing party or parties only ſhall account for."

AT A COURT OF DIRECTORS,

Held on Friday the 12th January, 1787.

The minutes of the Committee of the whole Court, dated this day, were read.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 17th January, 1787.

Vide App. No. 835. Letter from Mr. Thomas Hubbert, being read, deſiring to withdraw his former tender of a ſhip of 800 tons, and in lieu thereof tendering a ſhip of 1100 tons, on the terms therein-mentioned.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

Vide App. No. 836. On reading a letter from Mr. Anthony Brough, dated the 16th inſt. adviſing that the ſhip Earl of Wycombe ſailed from Liverpool on the 11th inſt. and will probably be in the river in two or three days; that the ſhip Lord Walſingham is now lying off the haven's mouth at Yarmouth, ready to ſail with the firſt fair wind; and that the ſhip Marquis of Lanſdown is finiſhed, and will be launched on the 20th inſt.

Ordered, That the ſaid letter be referred to the conſideration of the Committee of Shipping.

AT A COURT OF DIRECTORS,

Held on Friday the 19th January, 1787.

Vide App. No. 837. Letter from Thomas Newte, Eſq. dated the 17th inſt. was read, ſignifying that the Committee of Managing Owners will attend at this houſe to-day, to meet a Committee of the whole Court, to give their anſwer to the amendments in the Charter-Party.

The Court then adjourned to go into a Committee of the whole Court.

AT

AT A COMMITTEE OF THE WHOLE COURT,

The 19th January, 1787.

The Committee of Managing Owners being in waiting were called in, and acquainted the Committee, that ſince their laſt meeting they had made a ſerious enquiry of the two public offices, and laid before them the clauſe relative to ſhip and ſea damage, who were unanimouſly of opinion they could not cover the riſk.

AT A COURT OF DIRECTORS,

Held on Friday the 19th January, 1787.

The Chairman reported from the Committee of the whole Court, that the Owners had ſignified they could not agree to the clauſe relative to paying for ſhip and ſea damage, as the public offices would not cover the riſk.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 23d January, 1787.

Letter from Anthony Brough, Eſq. dated the 16th and referred the 17th inſt. adviſing that the Earl of Wycombe ſailed from Liverpool on the 11th inſt. that the Lord Walſingham is now lying off the haven's mouth at Yarmouth, ready to ſail; and that the Marquis of Lanſdown is finiſhed, and will be launched on the 20th inſt. was read. Vide App. No. 838.

AT A COMMITTEE OF THE WHOLE COURT,

The 23d January, 1787.

The Committee of Managing Owners being deſirous of having a conference with the Committee were introduced, and acquainted the Committee, that being deſirous of meeting their wiſhes, were willing to take part of the riſk of ſea and ſhip damage upon themſelves, and therefore mentioned that the ſum of £2000. ſhould be inſerted in the Charter-Party inſtead of £6000. but yet they were not ſo tenacious of their opinion as obſtinately to perſevere in it, if it ſhould be contrary to the ſentiments of the Court of Directors; and being withdrawn,

The Committee took the foregoing opinion of the Committee of Managing Owners into conſideration.

It was then moved, and on the queſtion,

Reſolved unanimouſly, That the ſum of £3000. be inſerted in page 6 of the Charter-Party, inſtead of £6000. for ſhip and ſea damage.

And the Owners being called in, were acquainted therewith, and expreſſed their perfect ſatisfaction of it, and then withdrew.

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The Committee then read the following tenders, viz.

Vide App. No. 806. From Nathaniel Tanner, Eſq. of a ſhip of 1000 tons or upwards, for next ſeaſon, at £22. per ton, for the firſt and ſecond voyages; £20. for the third and fourth voyages; and £18. for the fifth voyage to India and China, with a reaſonable allowance in caſe of war. Alſo another tender from Mr. Tanner of the ſame ſhip for £20. per ton, for four voyages; and £18. for the fifth voyage, to all parts of India and China, and reaſonable allowance in caſe of war.

Vide App. No. 794. From Mr. A. Brough to build as many ſhips from 1000 to 1200 tons, as may be wanted, at £22. per ton to China; Madras and China £23. per ton; and £24 per ton to other parts, for the firſt and ſecond voyages, and £21. to China, £21. to Madras and China, and £22. per ton to other parts for the third and fourth voyages.

Vide App. No. 788. From Mr. Anthony Calvert to build three ſhips of 1100 tons, at £22. per ton, for the Eaſt-Indies, and £20. per ton to China for four voyages.

Vide App. No. 795. From Mr. H. Chriſtoper of 1000 or 1200 tons, to launch in January, 1788, for five voyages, at £20. per ton to China, and all other parts in proportion.

Vide App. No. 833. From Mr. Chriſtopher, repeating his former tender, except as to the fifth voyage.

Vide App. No. 804. From Mr. James Jones, a ſhip from 1000 to 1200 tons, for five voyages, at £20. per ton to China, and other parts the ſame freights as to other ſhips; but in caſe of war, upon ſuch reaſonable terms as may be agreed on.

Vide App. No. 805. From Mr. James Jones, propoſing his ſhip to be 130 feet keel, 41 beam, 17 hold, and 6 feet four inches between decks, making 1162 tons.

Vide App. No. 828. Letter from Mr. James Jones, dated the 30th December laſt, deſiring an anſwer to his tender.

Vide App. No. 834. Letter from Mr. James Jones, renewing his former tender, with £18. for a fifth voyage.

Vide App. No. 820. From Mr. W. Palmer, a ſhip from 1000 to 1200 tons, to be ready by the 25th January or February, 1788, for four voyages, at £20. per ton to China, and £18. for a fifth voyage to other parts as other ſhips; but in caſe of war, on terms to be agreed upon; alſo the Carnatic, for next ſeaſon to China, at £20. per ton.

Vide App. No. 798. From Mr. J. Royds to build on the Stormont's bottom, on the dimenſions therein-mentioned, at £22. per ton to China, and at £20. per ton to China on other dimenſions therein-mentioned.

Vide App. No. 799. From Thomas Boddam, Eſq. on the bottom of the Morſe of 1021 tons and ſcantlings, and ſome obſervations as to the Ceres, tendered at £22. per ton to China.

Vide App. No. 797. From Thomas Newte, Eſq. to build on the bottom of the Ceres, a ſhip of 1021 $\frac{6}{94}$ tons, at £22. per ton to China, and on the dimen-

dimenſions therein-mentioned; alſo ſtating his reaſons and obſervations for propoſing the ſaid dimenſions.

From Mr. Thomas Hubbert, a ſhip of 1000 to 1100 tons, at £22. per ton for two firſt voyages, for the third and fourth voyages £20. per ton, and £18. for a fifth voyage. Vide App No. 835.

From Gilbert Slater, Eſq. to build on the bottom of Pacific and Major, on the ſame terms as the Ceres. Vide App. No. 800.

From Mr. John Munt, a ſhip from 800 to 1200 tons, for the firſt and ſecond voyages £20. per ton; third, fourth, and fifth voyage £19. per ton, with uſual allowances in caſe of war. Vide App. No. 819.

From G. M. Macaulay, Eſq. a ſhip of 130 feet keel, 41 feet 6 inches extreme breadth, and proportionable hold and height between decks, burthen 1191 tons, to be at Graveſend by 20th February, 1788, for five voyages for India and China, at £19. per ton, and other terms mentioned. Vide App. No. 825.

Ordered, That the further conſideration of the ſize and dimenſions of the three new ſhips intended to be built for the Company's ſervice for China, be adjourned till Friday next, and that copies of the new Charter-Party be ſent to the Owners of the before-mentioned tenders, to know if they acquieſce to let their ſhips upon the ſame terms therein-mentioned.

AT A COURT OF DIRECTORS,

Held on Tueſday the 23d January, 1787.

On reading a letter from Meſſrs. William Young and Alexander Mitchell, offering to build a ſhip for the Company's ſervice, on the terms therein-mentioned, Vide App. No. 838.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 24th January, 1787.

Letter from Mr. Anthony Brough, adviſing the arrival of the ſhip Earl of Wycombe at Graveſend, the 23d inſt. and requeſting that ſhip may take in her lading there, being read, Vide App. No. 839.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to do therein as they may think fit.

On reading the requeſt of the Owners of the Royal Biſhop, for leave to build a ſhip on her bottom.

Reſolved, That the ſame be not complied with.

AT

AT A COMMITTEE OF SHIPPING,

On Thurſday the 25th January, 1787.

Vide App. No. 839. The Committee having taken into conſideration the reference of laſt Court, on the letter from Anthony Brough, Eſq.

Reſolved, That it does not appear neceſſary to this Committee, that the Earl of Wycombe ſhould be brought higher up the river than Graveſend, but that the Company's cargo be ſent down to the ſhip where ſhe now lays.

AT A COURT OF DIRECTORS,

Held on Friday the 26th January, 1787.

On reading letters from

Vide App. No. 840. Meſſrs. Nathaniel Tanner
No. 841. Thomas Hubbert
No. 842. William Palmer
No. 843. H. Chriſtopher
No. 844. Robert Thompſon
No. 845. Anthony Brough
No. 846. Anthony Calvert
No. 847. James Jones
No. 848. John Munt and
No. 849. Jeremiah Royds, ſeverally ſignifying their acquieſcence in the Charter-Party ſettled by the Court, and tendering their ſhips on the terms therein-mentioned;

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

Vide App. No. 850. On reading a letter from the Owners of the late ſhip Alfred, requeſting leave to build a new ſhip in her room, appointing Meſſrs. James and Robert Farquharſon to be the Managing Owners of the ſaid ſhip, and nominating Captain James Brown to the command thereof.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

Vide App. No. 851. On reading letters from Gilbert Slater, Eſq. and
No. 852. Thomas Boddam, Eſq. ſeverally ſignifying their approval of the new Charter-Party agreed upon by the Court; alſo,

Vide App. No. 853. Letter from George M. Macaulay, Eſq. renewing his former tender of a ſhip to be ready in February or March, 1788, ſubject to the conditions of the new Charter-Party.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Tueſday the 30th January, 1787.

Vide App. No. 854. On reading the requeſt of Mr. Anthony Brough, ſtating, that if the Court perſiſt in requiring him to furniſh 12½ men for every 100 tons

tons of the burthen of his ſhips, he may be favored with an early interview on the ſubject.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping to examine and report.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 1ſt February, 1787.

The requeſt of Anthony Brough, Eſq. referred the 30th ult. deſiring if the Court ſhould perſiſt in the number of men for his ſhips, he may be favored with an early interview on the ſubject; Vide App. No. 854.

Ordered, That Mr. Brough be deſired to meet this Committee to-morrow morning at eleven o'clock.

AT A COMMITTEE OF SHIPPING,

On Friday the 2d February, 1787.

The Court having on the 30th of laſt month, referred to this Committee the requeſt of Anthony Brough, Eſq. deſiring that if the Court ſhould ſtill require him to furniſh men for his ſhips in the proportion of 12½ to 100 tons, he may be favored with an early interview on that ſubject. The Committee took the ſame into conſideration, and having held a conference of ſome length with Mr. Brough, it was reſolved, as the opinion of this Committee, that no ſhip under 800 tons burthen ſhould carry a leſs number of men than in the proportion of 12½ to 100 tons burthen, and the Committee made the following report to the Court, viz. Vide App. No. 854.

Purſuant to reference of Court of the 30th ult. the Committee have conſidered the requeſt of Anthony Brough, Eſq. that if the Court perſiſt in requiring him to furniſh 12½ men for every 100 tons of the burthen of his ſhips, he may be favoured with an early interview on the ſubject; and the Committee ſee no reaſon to depart from the opinion offered in their report of the 8th December laſt, on a former letter from Mr. Brough.

AT A COMMITTEE OF THE WHOLE COURT,

The 2d February, 1787.

The Committee proceeded to the conſideration of the ſize and dimenſions of the three new ſhips intended to be built for the Company's ſervice for China.

Read minutes of Court of the 19th October laſt.

Mr. Snodgraſs, the Company's Surveyor of Shipping, was called in and queſtioned on the above ſubject.

Reſolved, That it is the opinion of this Committee, that Jeremiah Royds, Thomas Boddam, and Thomas Newte, Eſqrs. be written to by the Secretary to ſay whether they will, each of them, build a ſhip of 130 feet length of keel, 41 or 42 feet breadth of beam, and 17 feet depth of hold, to be launched on or before the 20th February, 1788, and let the ſame to the Company for four voyages.

To China direct
Madras and China, and
Bombay and China,
at £20. per ton, and ſubject to the Company's regulations.

AT A COURT OF DIRECTORS,

Held on Friday the 2d February, 1787.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That this Court ſee no reaſon to depart from the opinion expreſſed in their reſolution of the 8th December laſt, with regard to the number of men with which Mr. Brough's ſhips are to be manned.

The Chairman reported, that the Committee of the whole Court, had come to the following reſolution, viz.

" Reſolved, That Mr. Jeremiah Royds, Mr. Thomas Boddam, and Mr. Thomas Newte, be written to by the Secretary to ſay whether they will, each of them, build a ſhip of 130 feet length of keel, 41 or 42 feet breadth of beam, 17 feet depth of hold, to be launched on or before the 20th February, 1788, and let the ſame to the Company for four voyages to China direct, Madras and China, and Bombay and China, at £20. per ton, and ſubject to the Company's regulations.

It was on the queſtion,

Reſolved, That this Court do agree in opinion with the ſaid Committee.

AT A COMMITTEE OF SHIPPING,

On Saturday the 3d February, 1787.

Mr. Coggan acquainted the Committee, that Mr. Brough deſired it might be intimated to the gentlemen, that he ſigned the Charter-Party of the ſhip Marquis of Lanſdown, as drawn up in the Secretary's office, with the clauſes directing that the demorage ſhould commence four months after her arrival in India, and that one month ſhould be allowed for unloading in the river Thames; but as his agreement with the Court was that his ſhips ſhould, in every part of the Charter-Party, be in the ſame proportion as their reſpective tonnages bear to other ſhips, he therefore hopes, notwithſtanding his having ſigned the Charter-Party, that the above two periods will be reduced accordingly.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 6th February, 1787.

Vide App. No. 855. Letter from Anthony Brough, Eſq. dated this day, deſiring another interview with the Committee, reſpecting the number of men for his ſhips, being read,

Ordered, That Mr. Brough be acquainted, the Committee having buſineſs of conſequence before them which much engages their

their attention, and makes it extremely inconvenient to ſpare time for a ſecond conference, the Committee deſire, if he has any thing new to offer on this ſubject, he will pleaſe to communicate the ſame in writing.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 7th February, 1787.

Letter from Anthony Brough, Eſq. dated 6th inſt. being read, intimating that the object of his interview with the Committee is to adduce certain proofs, Vide App. No. 856.

Ordered, That Mr. Brough be deſired to forward, under cover, to the Committee, the proofs he alludes to in the above letter.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 7th February, 1787.

On reading a letter from Meſſrs. Thomas Boddam, Jeremiah Royds, and Thomas Newte, dated this day, requeſting further time to conſider the Court's propoſal as to their building a ſhip as mentioned in the Secretary's letter of the 2d inſt. Vide App No. 857.

Ordered, That thoſe gentlemen be allowed till Wedneſday next, the 14th inſt. to conſider the ſaid propoſal.

AT A COMMITTEE OF SHIPPING,

On Friday the 9th February, 1787.

Mr. Ferguſon's report of the progreſs of ſhips building for the Company's ſervice, dated the 7th inſtant, was laid before the Committee. Vide App. No. 858.

Letter from Mr. Gilbert Ferguſon, dated the 7th inſt. intimating that the ſhip Hartwell was launched at Itchenor, on the 5th inſt. and referring to his report for the ſtate of the Belvedere, was read. Vide App. No. 859.

AT A COMMITTEE OF SHIPPING,

On Saturday the 10th February, 1787.

A liſt of officers for each of Mr. Brough's three ſhips, dated the 8th inſt. was laid before the Committee, and the Committee having conferred with Mr. Brough thereon, it was agreed that it would be proper to add to ſuch liſt, one ſurgeon's mate, one cooper, and four quarter maſters. Vide App. No. 860.

Letter from Mr. Brough, dated the 7th inſt. was then read, wherein he repreſents that it will be impoſſible to forward certain proofs in the way deſired by the Committee, therefore expreſſing his hopes that the Committee will not refuſe him an early interview. Vide App. No. 861.

And Mr. Brough was accordingly heard, and after a conference of conſiderable length, on the ſubject of his former application for his ſhips being navigated with a leſs number of men than in the proportion of 12½ to 100 tons, he withdrew.

AT

AT A COURT OF DIRECTORS,

Held on Tueſday the 13th February, 1787.

Vide App. No. 862. On reading letter from Meſſrs. Thomas Boddam, Jeremiah Royds, and Thomas Newte, ſignifying that a Committee of the Managing Owners will be ready to attend a Committee of the whole Court to-morrow, at any hour the Court may appoint,

Ordered, That thoſe gentlemen be informed the Court will meet the Committee of Managing Owners to-morrow at one o'clock.

Vide App. No. 863, 864. On reading a letter from Mr. Thomas Newte, dated the 8th inſt. encloſing a paper containing the alterations and amendments of the By-Laws relative to Shipping, propoſed by the Owners; alſo,

Vide App. No. 865. Letter from Mr. John Fiott, dated this day, tendering a ſhip for the Company's ſervice, on the terms therein-mentioned;

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

Vide App. No. 866. On reading a letter from Mr. Anthony Brough, dated this day, complaining of being directed to furniſh 25 men to every 200 tons of his ſhips, while the Owners of the other new ſhips, on the ſame terms of freightage, will be required to furniſh only 22 men to equal tonnage;

Ordered, That the ſaid letter be referred to the conſideration of the Committee of Shipping.

AT A COMMITTEE OF THE WHOLE COURT,

The 14th February, 1787.

A Committee of the Managing Owners attending for the purpoſe of having a conference with this Committee, on the ſubject of the Court's reſolution of the 2d inſt. they were called in, and ſtated their opinion, that the ſhips mentioned in the ſaid reſolution would draw too much water, and they could not replace the ſtores of ſuch large ſhips in India. That if thoſe ſhips came home without ſurplus tonnage, the Owners muſt be injured. That the large foreign ſhips were differently conſtructed. That they did not conſider the offer to build at £20. per ton as a preference, becauſe new Owners could build £6000. cheaper than they, by ſelling the command for that ſum, which amounted to £2. per ton, but that the old Owners could not deprive their Commanders of their ſituations. That they conſidered £22. per ton a fair calculation. That they wiſhed a Standing Order or By-Law was made for employing the Commanders according to their ſeniority, and, in that caſe, would think £20. per ton a preference; but as 52 ſhips were expected to be ready for the ſervice of next ſeaſon, they hoped no further ſteps would be taken, at preſent, reſpecting the ſhips in queſtion, and that the above Order or By-Law would be firſt eſtabliſhed, and extended to all ſhips employed in future. That the large ſhips propoſed could

not be built in time, as they ought to be 18 months in their frame; but admitting they could be built for next ſeaſon, it would make a difference of £3. per ton.

After repeating that they conſidered £20. as a preference to them, if the before-mentioned Order or By-Law was eſtabliſhed; they withdrew.

The following letters were read, viz.

From Mr John Fiott, tendering a ſhip for the Company's ſervice at £19. per ton. Vide App. No. 865.

From Mr. John Munt, dated the 25th ult. amending his tender of the 21ſt November laſt. Vide App. No. 848.

From Mr. George Macaulay, dated 26th ult. renewing his tender of December laſt; and Vide App. No. 853.

From Mr. Anthony Calvert, amending his tenders of the 18th October and 29th November laſt. Vide App. No. 846.

Reſolved, That the Committee do offer it to the Court, as their opinion, that the Secretary do forthwith write to the Committee of Managing Owners, acquainting them that the Court will meet them at this houſe on Wedneſday the 21ſt inſt. at one o'clock, in order to ſettle the freights for the enſuing ſeaſon.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 14th February, 1787.

The Committee made the following reports to the Court, viz.

The Committee having conſidered the reference of Court of the 13th inſt. on the letter from Anthony Brough, Eſq. dated the ſame day, deſiring an early deciſion of the ſeveral points therein-mentioned, reſpecting his three ſhips; the Committee have to obſerve, that having already recommended to the Court, in two reports, one dated 8th December, and the other the 2d February laſt, that the number of men proper to navigate his ſhips ſhould be in the proportion of twelve men and a half to one hundred tons, the Committee ſee no reaſon to depart from that opinion. In regard to the article of demorage, the Committee are of opinion, that the ſame ſhould commence four months after the arrival of his reſpective ſhips at their conſigned ports in India or China. Vide App. No. 866.

And it does not appear neceſſary, that not a leſs time than 30 days ſhould be fixed for unloading each ſhip, on her return to the river Thames.

The Committee having taken into conſideration what number of men are neceſſary for navigating ſhips of different ſizes freighted by the Company, do ſubmit the following to the determination of the Court, viz.

That ſhips between 750 and 800 tons, be navigated as uſual by 100 men.

That ſhips under 750 tons do carry men in the proportion of twelve and a half to 100 tons.

That ſhips between 800 and 1000 tons, do carry men in the proportion of twelve and a half per cent. as far as 800 tons, and for the exceedings beyond 800 tons, at the rate of ten men for every 100 tons.

That a ſhip of 1000 tons carry 120 men, and for all exceedings beyond 1000 tons, in the proportion of five men for every 100 tons; and that not more than five ſupernumeraries be allowed in any ſhip of what deſcription ſoever.

On this plan the following will be the complement of different ſized ſhips, viz.

For a ſhip of	750 to 800 tons	100 men
	900	110
	1000	120
	1100	125
	1200	130

AT A COURT OF DIRECTORS,

Held on Wedneſday the 14th February, 1787.

The Committee of Shipping in a report, dated this day, now read, ſubmitting to the Court as their opinion, that they ſee no reaſon to depart from the Court's former reſolution; that the number of men proper to navigate Mr. Brough's ſhips be in the proportion of twelve men and a half to 100 tons.

That with regard to demorage, it ſhould commence four months after the arrival of the reſpective ſhips at their conſigned ports in India or China, and

That not a leſs time than 30 days be fixed for unloading each of Mr. Brough's ſhips, on her return to the river Thames.

Reſolved, That this Court do agree in opinion with the ſaid Committee.

Another report from the Committee of Shipping, dated this day, being read,

Reſolved, That ſhips between 750 and 800 tons, be navigated by 100 men, as uſual.

That ſhips under 750 tons, do carry men in the proportion of twelve and a half to 100 tons.

That ſhips between 800 and 1000 tons, do carry men in the proportion of twelve and a half per cent. as far as 800 tons; and for the exceedings beyond 800 tons, at the rate of ten men for every 100 tons.

That a ſhip of 1000 tons do carry 120 men; and for all exceedings beyond 1000 tons, in proportion of five men for every 100 tons.

And that no more than five ſupernumeraries be allowed in any ſhip of what deſcription ſoever.

On which plan the following will be the complement of different ſized ſhips, viz.

For a ſhip of	750 to 800 tons	100 men
	900	110
	1000	120
	1100	125
	1200	130

The

The Chairman, from the Committee of the whole Court, moving the Court,

Reſolved, That a Committee of the whole Court be held on Wedneſday next, the 21ſt inſt. at one o'clock, for the purpoſe of conferring with the Managing Owners of Shipping, on the ſubject of the freights for the enſuing year.

AT A COURT OF DIRECTORS,

Held on Thurſday the 15th February, 1787.

On reading a letter from Mr. John Fiott, dated this day, explaining his tender of the 13th inſt. Vide App. No. 867.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF THE WHOLE COURT,

The 21ſt February, 1787.

The Committee being met to receive the Committee of Managing Owners to ſettle the rates of freight for the enſuing ſeaſon, and being in waiting were called in, and

Mr. Newte, in the name of the reſt of the Owners, acquainted the Committee, that at a general meeting of the Owners, held yeſterday, they were unanimouſly of opinion they could not let their ſhips for China for the enſuing ſeaſon at a leſs freight than £24. and to other parts of India in the uſual proportions, and being withdrawn,

The Committee took the above reſolution of the Owners into conſideration.

It was moved, and on the queſtion,

Reſolved, To agree to offer the old Owners £23. 10s. per ton freight for ſhips to China for the next ſeaſon.

Mr. Fiott's explanation of his tender made the 14th inſtant, was read. Vide App. No. 867.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 21ſt February, 1787.

The Chairman, from the Committee of the whole Court, reported, that agreeably to the notice given laſt Wedneſday, the Committee had held a conference with the Managing Owners of Shipping, who had ſtated that they could not let their ſhips for freight to China at leſs than £24. per ton.

It was then moved, and on the queſtion,

Reſolved, That it be agreed to offer £23. 10s. per ton to the old Owners for ſhips to China for next ſeaſon.

AT A COMMITTEE OF SHIPPING,

On Friday the 23d February, 1787.

The following letters were read, viz.

Vide App. No. 868 to 871. From Captain Oliver and Mr. Snodgraſs, dated the 21ſt inſt. encloſing accounts of the dimenſions and ſcantlings of the principal timbers; alſo the dimenſions of the maſts and yards, and the number, weight, and ſize of the anchors and cables of the ſhips built for Mr. Brough, Mr. Fiott, and Mr. Jones.

Vide App. No. 872. From Mr. Snodgraſs, dated the 21ſt inſt. ſignifying that in conſequence of orders from the Managing Owner of the Nottingham, ſix cabins are built in the cuddy, for the officers, inſtead of the ſteerage; that he apprehends it will appear to this Committee, no inconvenience can reſult from this meaſure, as it may be attended with ſome benefit to the Company and Owners; that he conſidered it his duty to acquaint the Committee with the above from its being a deviation from the regulations reſpecting cabins.

The Committee approved thereof.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 28th February, 1787.

Vide App. No. 873. Letter from the Managing Owners of Shipping, dated the 22d inſt. accepting the freights offered by the Court for the enſuing ſeaſon, and requeſting that the By-Laws, reſpecting ſhipping, may be reviſed and amended, was read.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 7th March, 1787.

Vide App. No. 874. Letter from Mr. Timothy Curtis, dated this day, being read, requeſting the Court will encreaſe the demorage of the new ſhip Nottingham, in proportion to her tonnage, and the number of men ſhe is conſequently obliged to employ to navigate a ſhip of ſo large a burthen.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Friday the 9th March, 1787.

Vide App. No. 874. Purſuant to reference of Court of the 7th inſt. the Committee have conſidered the requeſt of Timothy Curtis, Eſq. that the demorage of the ſhip Nottingham may be encreaſed in proportion to her tonnage beyond other ſhips, and reported as their opinion, that the demorage be encreaſed in the proportion that the number of men ſhe is to be navigated by (being 127) bears to

£20.

£20. 16s. 8d. the uſual allowance for a ſhip navigated by 100 men, at which rate the demorage for this ſhip will amount to £26. 9s. 2d. per day.

AT A COURT OF DIRECTORS,

Held on Friday the 9th March, 1787.

A report from the Committee of Shipping, dated this day, being read, ſtating that the Committee are of opinion, the demorage of the ſhip Nottingham may be encreaſed in proportion to her tonnage beyond other ſhips, the number of men ſhe is to be navigated by being 127, bears to £20. 16s. 8d. the uſual allowance for a ſhip navigated by 100 men, the demorage will amount to £26. 9s. 2d. per day.

Reſolved, That this Court do approve of the ſame accordingly.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 13th March, 1787.

Letter from Mr. Ferguſon, dated the 9th inſt. adviſing his having ſurveyed the new ſhip Belvedere, building at Itchenor, and referring to the accompanying report of progreſs for the works done to her, was read. Vide App. No. 875, 876.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 14th March, 1787.

On reading a letter from Mr. John Fiott, requeſting that the demorage of the ſhip Hartwell may he encreaſed in proportion to the number of men ſhe is to carry. Vide App. No. 877.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Friday the 16th March, 1787.

The Committee made the following report to the Court, viz.

The Committee having taken into conſideration the reference of Court of the 14th inſt. on the requeſt of John Fiott, Eſq. reſpecting the demorage of the ſhip Hartwell, do recommend that demorage be allowed for this ſhip at the rate of £23. 10s. 10d. per day, being the proportion for a ſhip navigated by 113 men, agreeably to the plan recommended to the Court in a former report from this Committee reſpecting the demorage of the ſhip Nottingham, and which proportion the Committee apprehend the Court will be pleaſed to adopt upon all future occaſions. Vide App. No 877.

The Committee have further to obſerve, that the Hartwell, which by agreement was to have been at Graveſend on the 2d of laſt month, is not yet arrived there; and as the ſeaſon is now

far advanced, the Committee ſubmit whether there ſhould not be a clauſe in this ſhip's Charter-Party ſimilar to that intended for the Belvedere, to exonerate the Company from the charge of demorage, in caſe the ſhip ſhould loſe her paſſage.

AT A COURT OF DIRECTORS,

Held on Friday the 16th March, 1787.

A report from the Committee of Shipping, dated this day, being read,

Ordered, That the demorage of the ſhip Hartwell be encreaſed in the ſame proportion as was allowed for the Nottingham; and that as the Hartwell is not yet at Graveſend, according to agreement, a clauſe be inſerted in that ſhip's Charter-Party, to exonerate the Company from demorage, ſhould ſhe loſe her paſſage.

AT A COMMITTEE OF PRIVATE TRADE,

On Wedneſday the 21ſt March, 1787.

The Committee took into conſideration the ſtate of the proceedings reſpecting the diſpute which has ariſen with the Owners of the ſhips chartered at the time the treaty for the late peace was depending, whereby it was agreed, that an allowance was to be made to the Company in reſpect of the ſaving in the premiums of inſurance, by means of the peace; and the Company's Solicitor having related to the Committee the communications between him and Mr. Farquharſon, one of the Ship Owners, for an amicable ſettlement of the ſaid diſputes, and that Mr. Farquharſon was now attending to confer with the Committee thereon; Mr. Farquharſon was introduced, and acquainted the Committee that he was empowered, by writing under the hands of the huſbands of twenty out of twenty-two ſhips, to ſettle the matter, by agreeing to ſuch allowance as he ſhould think fit, and that he expects the acquieſcence of Sir Richard Hotham and Mr. Webb, the Owners of the other two ſhips. Mr. Farquharſon then propoſed and agreed on behalf of himſelf and the other Owners, that they ſhould, amongſt them, allow the Company to the amount of £50,000. in the ſettlement of their accounts for a ſaving of inſurance, in ſuch proportions as ſhall be aſcertained by themſelves; and that this offer, or any thing that has paſſed relative thereto, is not to prejudice either party, or ever be taken notice of, in caſe it ſhall not be agreed to by the Court; Mr. Farquharſon withdrew. And the Committee deliberating on his propoſal, agreed to report the above particulars to the Court, and to recommend as their opinion, that the ſaid accommodation ſhould be agreed to.

AT

AT A COURT OF DIRECTORS,

Held on Wedneſday the 21ſt March, 1787.

The Committee of Private Trade in a report, dated this day, now read, ſtating that Mr. Farquharſon, who is empowered by writing under the hands of the huſbands of twenty out of twenty-two ſhips, and expects the acquieſcence of the Owners of the other two ſhips, has propoſed and agreed, on behalf of himſelf and the other Owners, that they ſhall, amongſt them, allow the Company to the amount of £50,000. in the ſettlement of their accounts, for a ſaving of inſurance in ſuch proportions as ſhall be aſcertained by themſelves; and the Committee reporting to the Court, as their opinion, that the ſaid accommodation ſhould be agreed to.

Reſolved, That this Court do agree in opinion with the ſaid Committee.

On reading the requeſt of Mr. John Fiott,

Reſolved, That the Owners of the ſhip Belvedere be permitted to ſend her directly from Portſmouth to China, without her proceeding to Graveſend, provided they take upon themſelves all the riſk and expences that may be incurred by the Company's ſending any part of the Cargo to Portſmouth, and that the Owners be not entitled to demorage ſhould the ſhip loſe her paſſage out; and it is to be clearly underſtood, that this indulgence is not granted as a favor to the Owners, but in the hopes of the ſhip's arriving in due ſeaſon in China, and is not to be drawn into a precedent.

AT A COURT OF DIRECTORS,

Held on Friday the 23d March, 1787.

Letter from Mr. John Fiott, dated the 22d inſt. being read, ſignifying the conſent of the Owners of the Belvedere to the terms on which that ſhip has been permitted to be diſpatched from Portſmouth or Spithead, and deſiring leave to pay the ſum of £100. for the uſe of Poplar hoſpital, as an acknowledgment of the obligation thus conferred on the Owners. Vide App. No. 878.

Ordered, That the ſaid ſum of £100. be received into caſh for the uſe of Poplar hoſpital accordingly.

AT A COURT OF DIRECTORS,

Held on Tueſday the 27th March, 1787.

Ordered, That the Owners of the Hartwell be excuſed from being ſubjected to the inſertion of the ſame clauſe as was inſerted in the Charter-Party of the Belvedere, rendering the Owners liable to demorage, if the ſhip ſhall not arrive in the China ſeas by a certain Time.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 4th April, 1787.

Vide App. No. 879. On reading a letter from a majority of the Owners of the late ſhip Duke of Grafton, appointing Mr. John Hodſdon Durand to be Huſband or Managing Owner, to tender a new ſhip built on her bottom, to be commanded by Mr. John Barkley, and revoking any power heretofore given by them to Mr. William Moffat;

Ordered, that the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Friday the 6th April, 1787.

Vide App. No. 880. Letter from Mr. Gilbert Ferguſon, dated Itchenor, the 4th inſt. adviſing that the Belvedere in launching on the 2d inſt. but ſtopped on the launch, that ſhe ſits very upright, and has not received the leaſt damage; alſo ſtating that every effort has been made to get her off, without ſucceſs, and the builders have applied for aſſiſtance from Portſmouth, was read.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 10th April, 1787.

Vide App. No. 881. Letter from Mr. Ferguſon, dated the 7th inſt. ſignifying that the Belvedere ſtill continues on the launch, and muſt remain there till next ſpring tides, was read.

AT A COURT OF DIRECTORS,

Held on Thurſday the 19th April, 1787.

Vide App. No. 882. On reading a letter from Mr. John H. Durand, dated this day, acquainting the Court that a new ſhip, to be named the Hawkeſbury, built on the bottom of the Duke of Grafton, has been ready to be launced for ſome months paſt, and requeſting that if ſhe is not wanted before the 30th inſt. ſhe may remain on the ſtocks until wanted, inſtead of being in dock; alſo

Vide App. No. 883. The requeſt of Mr. William Moffat, that the Court will ſuſpend their deciſion on who has the right to build on the bottom of the Duke of Grafton, till a cauſe depending in Chancery between him and Mr. Van Millengen ſhall be determined,

Ordered, That the ſaid letter and requeſt be referred to the Committee of Shipping, to examine and report.

AT

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 25th April, 1787.

Letters from Mr. Ferguſon, dated the 18th and 20th inſtant, were read, adviſing in the former, that the Belvedere is hove off hte launch; and, in the latter, that he is induced to believe ſhe has not received any damage whatever. Vide App. No. 884. No. 885.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 2d May, 1787.

The Committee having taken into conſideration the references of Court of the 4th and 19th ult. on the ſeveral letters from the majority of Owners; alſo from John Durand and William Moffat, Eſqrs. reſpecting their different claims to build on the bottom of the ſhip Duke of Grafton; and having likewiſe conſidered a letter from John Hodſdon Durand, Eſq. under this date, on the ſame ſubject; and Mr. Parry attending on the part of Mr. Durand was called in and produced ſome papers reſpecting Mr. Durand's pretenſions, which were read, and Mr. Parry being withdrawn, and the Company's Solicitor having been conſulted on this buſineſs, Vide App. No. 879. No. 882. No. 883. No. 886,

Reſolved, That the ſhip tendered by Mr. Durand for the Company's ſervice, in the room of the Duke of Grafton, be accepted.

Reſolved, That Mr. Durand having given notice on the 19th ult. that the above ſhip was ready for launching, ſhe be not conſidered a lapſed bottom under the regulations of the 24th February, 1785.

And the ſame was reported to the Court accordingly.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 2d May, 1787.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the ſhip tendered by John Hodſdon Durand, Eſq. on the bottom of the Duke of Grafton, be accepted for the Company's ſervice, and that ſhe be not conſidered as a lapſed bottom, under the Court's regulations of the 24th February, 1785.

AT A COURT OF DIRECTORS,

Held on Thurſday the 10th July, 1787.

The requeſt of Mr. Robert Williams, that the ſtripping off the ſheathing from the ſhip General Coote, may be deferred till a future voyage, being read, Vide App. No. 887, 888.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

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AT A COURT OF DIRECTORS,

Held on Thurſday the 19th July, 1787.

Vide App. No. 889. On reading a letter from Robert Preſton, Eſq. dated the 20th June laſt, tendering the ſhip Southampton for a fourth voyage to India, and ſignifying his intention to defer requeſting the Court's leave to build on her bottom, till entitled ſo to do under the regulations reſpecting ſhips proceeding to India, on a fourth voyage; alſo

Vide App. No. 890, 891. Letter from Mr. George Burnett, encloſing a letter from Mr. Robert Donald, dated at Calcutta, the 10th November, 1786, propoſing to pay into the Company's Treaſury at Canton, the amount of a cargo of teas, for bills of exchange on the Court, provided the Court will take up the ſhip Hornby, burthen 1100 tons, to bring home the tea at £20. per ton.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Friday the 20th July, 1787.

Vide App. No. 892 On reading a letter from Abel Chapman, Eſq. dated the 19th inſt. offering the ſhip Chapman for two or more voyages to India or China, at £20. per ton; or that, ſhould it be more agreeable to the Court, he will build a new ſhip from 800 to 1000 tons, on the terms of freight therein-mentioned; alſo

Vide App. No. 893. Letter from Meſſrs. Timothy and William Curtis, dated this day, tendering the ſhip Stormont for another voyage to China, upon the ſame terms as the ſhips of this ſeaſon.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF THE WHOLE COURT,

The 25th July, 1787.

The Committee took into conſideration the preſent ſtate of the Company's ſhipping, the following particulars were read, viz.

The reſolutions of the Court of Directors of the 21ſt and 28th February laſt, for ſettling the freights for the enſuing ſeaſon, with the Owners agreeing thereto.

Minutes of Court of the 19th October and 1ſt November, 1786, relative to Mr. Slater's right to build on the bottom of the Pacific.

Vide App. No. 894. A report from Mr. Oliver, dated 20th inſtant, of the ſhips building in the river, ſuppoſed to be for the Company's ſervice; alſo ſtate of ſhips for the ſeaſon of 1787.

Mr. Snodgraſs was called in and examined relative to the ſize and forwardneſs of the ſhips building in the river upon ſpeculation.

Ordered,

Ordered, That Meſſrs. Boulton, Newte, Royds, Boddam, and Slater, who are ſuppoſed to be building on the bottoms of the ſhips Norfolk, Ceres, Stormont, Morſe, and Pacific, be deſired to attend to-morrow at eleven o'clock.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 25th July, 1787.

Letter from John Clements Eſq. dated this day, being read, tendering the Royal Charlotte for another voyage to China, upon the ſame terms of freight as the ſhips to be taken up this ſeaſon. Vide App. No. 895.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF THE WHOLE COURT,

The 26th July, 1787.

Meſſrs. Cameron (for Mr. Newte) Royds, Slater, Briſtow (for Mr. Boulton) attending agreeably to the Committee's reſolution of yeſterday, were informed, that they were ſummoned in conſequence of their tender of the 1ſt November laſt, to know on which of the two ſizes they have built their ſhips, and on what terms they were willing to let them; and thoſe gentlemen not being prepared to give an anſwer thereto, were deſired to acquaint the Court of Directors by Tueſday next, on what terms they are willing to let the ſhips built on the large dimenſions for China, or Coaſt and China; and then they withdrew.

AT A COURT OF DIRECTORS,

Held on Thurſday the 26th July, 1787.

Letter from Mr. Henry Boulton, dated this day, was read, ſignifying that he concludes the Court have acquieſced in his requeſt for the Norfolk to be conſidered as a ſhip for the year 1788. Vide App. No. 896.

AT A COURT OF DIRECTORS,

Held on Tueſday the 31ſt July, 1787.

Tenders of the following ſhips being read, viz. Vide App.

New ſhip in the room of the Stormont, No. 897.
Morſe, No. 898.
Pacific, Capt. William Agnew No. 899.
Ceres, Capt. Thomas Price No. 900.

all tendered at builders meaſurement on the following terms of freight, viz.

To China direct - - -	£22. per ton.
To St. Helena and China, Bencoolen and China, and Coaſt and China - -	23.
To Bombay - - - -	24.
To Coaſt and Bay - - -	25.

and,

and, in all other reſpects, to be taken up on the ſame terms and conditions as the regular ſhips of laſt ſeaſon;

Ordered, That they be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF THE WHOLE COURT,

The 31ſt July, 1787.

Vide App. No. 900. The Committee took into conſideration the following tenders, which were referred by the Court this day, viz. by Donald Cameron, Eſq. for Thomas Newte, Eſq. of a ſhip building on the bottom of the Ceres, Captain Thomas Price, burthen 1162 tons, to be launched by January next. By Gilbert Slater, Eſq. on the bottom of the Pacific, Captain William Agnew, burthen 1151 $\frac{62}{94}$. By Jeremiah Royds, Eſq. on the bottom of the Stormont, burthen 967 tons, to be launched in or before November next. And by Thomas Boddam, Eſq. on the bottom of the Morſe, burthen 1000 tons, each ſhip to carry 28 guns, and on the following freights, viz.

Vide App. No. 899.

Vide App. No. 897.

No. 898.

To China direct - - - -	£22 per ton.
St. Helena and China, Bencoolen and China, and Coaſt and China - -	23
Bombay - - - -	24
Coaſt and Bay - - - -	25

and, in all other reſpects, to be taken up on the ſame terms and conditions as the regular ſhips of laſt ſeaſon; and, the Committee are of opinion, that the following freights are proper to be offered to the Owners of the under-mentioned ſhips, viz.

Ceres and Pacific, £22. for Coaſt and China

Stormont and Morſe, 23. for Ditto, and to the other parts of India in the uſual proportions; the demorage to be at the rate of £20 16s. 8d. a day, provided they can be got ready in time to go to Coaſt and China in the proper ſeaſon.

Meſſrs. Cameron and Slater attending, were called in and acquainted therewith, and deſired to return an anſwer on Thurſday next.

AT A COURT OF DIRECTORS,

Held on Tueſday the 31ſt July, 1787.

The Chairman reported from the Committee of the whole Court, that the Committee had conſidered the tenders made by the Owners of the ſhips Pacific, Ceres, Stormont, and Morſe, and had offered the Owners of the two firſt £22. per ton, and the other £23. per ton for Coaſt and China, and demorage at £20. 16s. 8d per day, provided the ſhips can be got ready in a proper ſeaſon to go to Coaſt and China.

AT

AT A COMMITTEE OF THE WHOLE COURT,

The 2d Auguſt, 1787.

Read a letter from Gilbert Slater, Eſq. ſtating his reaſons for expecting £21. 10s. per ton to China, and an increaſed demorage for his ſhip propoſed to be increaſed to 1150 tons, or will tender her at 1040 tons for China at £22. per ton, or will increaſe her tonnage to 1150 tons at £21. 10s. per ton for China, with proportionable demorage. Vide App. No. 901.

Meſſrs. Cameron, Slater, and Royds attending, were called in, and Mr. Cameron acquainted the Committee they were willing to let the ſhips building on the bottoms of the Ceres and Pacific at £22. per ton for Coaſt and China, and to be paid demorage in the ſame proportion as was allowed to the Owners of the Nottingham; they then withdrew;

And the Committee taking the ſame into conſideration,

Reſolved, That it is the opinion of this Committee, that it be recommended to the Court to take up the ſhips Ceres and Pacific at £22. per ton for Coaſt and China, and to be allowed demorage in the ſame proportion as was made to the Owners of the Nottingham.

Meſſrs. Cameron and Slater were called in, and acquainted with the above reſolution.

Mr. Boddam attending, was called in, and was acquainted with the terms on which the Committee had agreed to take up the ſhip building in the room of the Morſe.

AT A COURT OF DIRECTORS,

Held on Thurſday the 2d Auguſt, 1787.

The Court now proceeding to take into conſideration the ſtate of the ſhipping employed in the Company's ſervice;

And reports from the Committee of Shipping, dated the 8th November, 1785, and 2d May, 1787, being read,

It was, on a motion,

Reſolved, That leave be given to build on the bottoms of the ſhips Rochford, Royal Henry, Major, and Norfolk.

On another motion,

Reſolved, That the permiſſion for building on the Norfolk's bottom be extended to next ſeaſon.

Amended tenders of the ſhips Pacific, Ceres, Morſe, and Stormont being laid before the Court, the two firſt being tendered at £21. per ton for China, and at £22. for Coaſt and China, with demorage in proportion as the Nottingham was allowed laſt ſeaſon, and the two latter at £22. per ton for China, and at £23. per ton for Coaſt and China, with demorage at £20. 16s. 8d. per day. Vide App. No. 902.

It was

Reſolved by the ballot unanimouſly, That the ſhips Ceres and Pacific be taken up for a voyage to the Eaſt-Indies, at the following freights, viz. to China at £21. per ton, or to Coaſt and China

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at £22. with demorage in proportion as the Nottingham was allowed laſt ſeaſon.

That the ſhips Morſe and Stormont be taken up for a voyage to India at £22. per ton for China direct, or £23. per ton for Coaſt and China, with demorage at £20. 16s. 8d. per day, provided they can be got ready in time to go to Coaſt and China.

On a motion,

Ordered, That it be referred to the Committee of Correſpondence, to conſider what quantity of tonnage will be neceſſary for the enſuing ſeaſon for India and China, and to report.

On another motion,

Reſolved, That no ſhip above the burthen of 820 tons be taken up for Bengal.

Vide App. No. 889. The Court now taking into conſideration a letter from Robert Preſton, Eſq. read in Court the 19th ult. tendering the ſhip Southampton for a fourth voyage to India, and ſignifying his intention to defer requeſting the Court's leave to build on her bottom, till entitled ſo to do under the regulations for ſhips proceeding on a fourth voyage.

Reſolved, That Mr. Preſton's tender of the Southampton, for a fourth voyage, be not accepted.

AT A COMMITTEE OF CORRESPONDENCE,

The 7th Auguſt, 1787.

Purſuant to a reference of Court of the 2d inſt. the Committee took into conſideration the proper number of ſhips to be entertained in the Company's ſervice the enſuing ſeaſon;

And the Committee offer to the Court as their opinion, that 27 ſhips (including the Company's ſhip Sir Edward Hughes) be entertained for the enſuing ſeaſon.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 8th Auguſt, 1787.

A report from the Committee of Correſpondence, dated the 7th inſt. being read,

Reſolved, That 27 ſhips, including the Company's ſhip Sir Edward Hughes, be entertained for the enſuing ſeaſon.

Vide App. No. 903. On reading a letter from Mr. G. Slater, tendering the new ſhip in the room of the Major, Captain William Agnew, burthen 800 tons, for China direct, at £23. 10s. per ton; St. Helena and China, Bencoolen and China, and Fort St. George and China, £24. 10s. Bombay £25. 10s. and for Coaſt and Bay £26. 10s. per ton; alſo

Vide App. No. 904. Letter from Mr. Abel Chapman, amending his former tender of the Chapman, by offering that ſhip for one voyage to India or China at £20. per ton.

Ordered,

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

On a motion,

Ordered, That the proper officer do prepare and lay before this Court a ſtate of the ſhips next in turn to be built; alſo A ſtate of the Company's ſhips now out and building.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 15th Auguſt, 1787.

The proper Officer, purſuant to order of the laſt Court, laid before the Court the following papers, viz. Vide App. No. 905.
State of the regular ſhips in the Company's ſervice; and
Liſt of ſhips in turn to build. No. 906.

The tenders of the following ſhips being now opened and read, viz. Vide App. No. 907.

Aſia - - - -	Capt. John Davy Foulkes
Winterton - - -	Raymond Snow
Valentine - -	Thomas Wall
Berrington - -	Thomas Ley
Earl Talbot - -	Robert Taylor
Deptford - -	John Gerrard
Earl Cornwallis - -	Thomas Hodgſon
Dublin - -	John Cotton
Manſhip - -	Charles Gregorie
Phœnix - -	James Rattray
Neptune - -	George Scott
Kent - - -	Richard Hardinge
Eſſex - - -	John Strover
Raymond - -	Henry Smedley
Contractor - -	William Mackintoſh
Lord North - -	John Bartlett
Walpole - -	Henry Churchill
Barwell - - -	Thomas Welladvice
General Coote - -	James Baldwin
Duke of Montroſe - -	Joſeph Dorin
Bridgewater - -	William Parker
Northumberland - -	James Rees
Dutton - - -	James Hunt
Vanſittart - -	Richard Lewin
Rochford - -	James Tod
Ganges - -	Joſeph Garnault
William Pitt - -	Charles Mitchell
Bellmont - -	William Dick Gamage
Lord Macartney - -	James Hay
New ſhip in the room of the Duke of Grafton	John Barkley
Ditto Royal Henry - -	Ralph Dundas

each ſhip being propoſed to be let at builders meaſurement, on the following terms of freight, provided peace continues; but in caſe of a war before the ſhip leaves England, the Owners to have an

an advance of freight adequate to what the insurance may be, as well as the advanced price of cordage and other stores.

To China direct - - -	£23. 10s. per ton.
To St. Helena and China, Bencoolen and China, and Coast and China	24. 10s.
To Bombay - - -	25. 10s.
To Coast and Bay - -	26. 10s.

and in all other respects on the same terms and conditions as the regular ships of last season; also

Vide App. No. 908. A letter from Mr. John Baird, advising that the new ship in the room of the Rochford can be launched next month; and

Vide App. No. 909. The request of William Fraser, Esq. on behalf of himself and the Owners of the Resolution, for permission to build a new ship on her bottom.

Ordered, That the said tenders, letter, and request be referred to the consideration of a Committee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Wednesday the 22d August, 1787.

Vide App. No. 910. Letter from Mr. Abel Chapman, dated this day, being read, renewing his tender of the ship Chapman.

Ordered, That it be referred to the consideration of a Committee of the whole Court.

On a motion,

Ordered, That the Owners of the three ships next in turn to build, viz.

The Norfolk, Fox, and Earl of Sandwich,

be called upon to inform this Court, on or before Wednesday next, whether they will agree to build ships of 1160 tons burthen for the year 1788, to be freighted for China at £21. per ton.

AT A COURT OF DIRECTORS,

Held on Friday the 24th August, 1787.

Vide App. No. 911, 912. On reading the request of Mr. H. Rice, that the sheathing of the ship Dutton may be permitted to remain for another voyage.

Ordered, That the said request be referred to the Committee of Shipping to examine and report.

AT A COURT OF DIRECTORS,

Held on Wednesday the 29th August, 1787.

On a motion,

Ordered, That it be referred to the Committee of Shipping to consider whether the ship Southampton, which was condemned

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on her ſecond voyage, ſtands as the fourth in turn to build on that ſhip's bottom, and to report.

Letter from Alexander Hume, Eſq. dated the 29th, in reply to the Secretary's letter of the 22d inſt. was read. Vide App. No. 914, 913.

On reading a letter from Henry Boulton, Eſq. dated the 23d inſt. ſignifying that he is building a new ſhip, burthen 799 tons, on the bottom of the Norfolk; and Vide App. No. 915.

Letter from John Robinſon, Eſq. dated this day, requeſting an explanation of ſeveral matters neceſſary to be ſettled before the Owners of the late ſhip Earl of Sandwich can fully anſwer the Court's propoſal for them to build a ſhip, for the ſeaſon 1788, on the terms mentioned in the Secretary's letter of the 22d inſt. Vide App. No. 916. Vide App. No. 913.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF THE WHOLE COURT,

The 29th Auguſt, 1787.

The Committee took into conſideration the following tenders, viz.

From Abel Chapman, Eſq. dated 19th July laſt, offering the ſhip Chapman for two or more voyages to India or China at £20. per ton; or offering to build a new ſhip from 800 to 1000 tons to go to any part of India for £24. per ton, the four firſt voyages, and for a fifth at £19. per ton, kintledge and demorage as cuſtomary; and in caſe of war, on a fair and equitable freight; alſo, two other tenders from Mr. Chapman, dated 8th and 22d inſtant, renewing his former tender, offering the Chapman for one voyage to India or China at £20. per ton Vide App. No. 892. Vide App. No. 904. No. 910.

From Timothy and William Curtis, Eſqrs. offering the Stormont for another voyage to China, on the ſame terms of freight as the Company may take up their ſhips for this ſeaſon; alſo Vide App. No. 893.

Letter from John Clements, Eſq. dated the 25th ult. tendering the Royal Charlotte for another voyage to China, upon the ſame terms of freight as the ſhips to be taken up this ſeaſon; and Vide App. No. 895.

Letter from Mr. George Burnett, dated 18th July laſt, encloſing a tender from Mr. Robert Donald, dated at Calcutta, the 10th November, 1786, propoſing to pay into the Company's Treaſury at Canton, the amount of a cargo of tea for bills of exchange on the Court of Directors, provided they will take up the ſhip Hornby of 1100 tons, to bring home the tea at £20. per ton. Vide App. No. 890, 891.

And the Committee conſidering the number of ſhips at preſent at home, and expected next ſeaſon, the Committee do not think it proper to take up any extra ſhips, or give leave to build on new bottoms.

 Reſolved,

Reſolved, That the before-mentioned ſeveral tenders be not accepted.

Vide App. No. 915. The Committee, purſuant to a reference of Court of this day, took into conſideration a letter from Henry Boulton, Eſq. dated the 23d inſt. ſtating that he had received the directions of the gentlemen who are to be concerned with him in the new ſhip building on the bottom of the Norfolk, to agree with Mr. Perry for building a ſhip of 800 tons burthen.

Ordered, That the Secretary do acquaint Mr. Boulton, that if he does not intend to build a ſhip of 1160 tons, it is the Court's deſire that he do not proceed at preſent in building a ſhip of 800 tons, until he receives the Court's further opinion thereon.

Vide App. No. 916. The Committee alſo conſidered the reference of Court of this day, on a letter from John Robinſon, Eſq. dated this day, requeſting, on behalf of the Owners of the late ſhip Earl of Sandwich, to be informed, that if they agree to build ſuch a ſhip as

Vide App. No. 913. deſcribed in the Secretary's letter to Mr. Dent of the 22d inſtant, whether ſhe is to be of ſuch ſcantlings and timbers as to be of ſufficient ſtrength to carry heavy metal on one deck, and to be thereby converted, on occaſion of neceſſity, into a ſhip of force, and what weight of metal the Directors wiſh her to be fitted for;

Alſo requeſting to be informed, whether in caſe of the ſhip's being converted into an armed ſhip, the Directors propoſe that the ſame freight only ſhall continue during the time of ſuch ſervice, as the wear and tear will ſo conſiderably differ in that reſpect;

And whether, in caſe of her being made uſe of as an armed veſſel, the Directors mean to have a covenant inſerted in the Charter-Party, that the Company ſhall bear and pay for the loſs and deſtruction of the ſhip.

Ordered, That the Secretary do acquaint Mr. Robinſon, that he has written to Mr. Dent, deſiring an anſwer to his letter of the 22d inſt. by Tueſday, and any further information the Owners wiſh to receive, Mr. Coggan will acquaint them therewith; and

That the Secretary do write again to Mr. Dent, deſiring an anſwer to his letter of 22d inſt. by Tueſday next.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 29th Auguſt, 1787.

The Committee having, agreeably to the order of Court of this day, taken into conſideration, whether the ſhip Southampton, which was condemned on her ſecond voyage, ſtands as the fourth in turn to build.

The Committee reported, that under the circumſtances above-mentioned, the Southampton ſtands the fourth ſhip, being next in turn to build immediately after the Earl of Sandwich.

AT

AT A COURT OF DIRECTORS,

Held on Wedneſday the 29th Auguſt, 1787.

The Committee of the whole Court, in a report dated this day, now read, offering to the Court as their opinion, that conſidering the number of ſhips at preſent at home, and expected next ſeaſon, they do not think it proper to take up any extra ſhips, or to give leave to build on new bottoms;

That the ſeveral tenders of Abel Chapman, Eſq. of the ſhip Chapman.

Meſſrs. Timothy and William Curtis, of the Stormont; and

John Clements, Eſq. of the ſhip Royal Charlotte.

Mr. Robert Donald propoſing to pay into the Company's Treaſury at Canton, the amount of a cargo of tea for bills of exchange on the Court, provided they will take up the ſhip Hornby of 1100 tons, to bring home the tea at £20. per ton, be not accepted.

That the Secretary do acquaint Mr. Henry Boulton, in reply to his letter of the 23d inſt. that if he does not intend to build a ſhip of 1160 tons, it is the Court's deſire that he do not proceed at preſent in building a ſhip of 800 tons, until he receives the Court's further opinion thereon.

That the Secretary do acquaint John Robinſon, Eſq. in reply to his letter dated this day, that he has written to Mr. Dent, deſiring an anſwer to his letter of the 22d inſtant, by Tueſday; and that Mr. Coggan will furniſh the Owners with any further information they may wiſh to receive; and

That the Secretary do write again to William Dent, Eſq. deſiring an anſwer to his letter of the 22d inſt. by Tueſday next.

Reſolved, That this Court do approve the ſaid report.

Draughts of letters to Henry Boulton, and William Dent, Eſquires, were read and approved. Vide App. No. 917. No. 918.

The Committee of Shipping, in a report dated this day, now read, offering to the Court, as their opinion, that the Southampton ſtands the fourth ſhip, being next in turn to build immediately after the Earl of Sandwich.

Reſolved, That this Court do approve the ſaid report.

AT A COMMITTEE OF CORRESPONDENCE,

The 31ſt Auguſt, 1787.

The Committee ſubmit to the Court, as their opinion, that the following 28 ſhips be taken up for the Company's ſervice, including the Company's ſhip Admiral Hughes, the enſuing ſeaſon;

Phœnix - - -	Capt. Rattray
Kent - - -	Hardinge
Manſhip - - -	Gregorie
Lord Macartney - -	Hay

William

William Pit	- - -	Capt. Mitchell
New ſhip (Major)	- -	Agnew
Northumberland	- -	Rees
New ſhip (Royal Henry)		Dundas
Dublin	- - -	Smith
New ſhip (Rochford)	-	Tod
Deptford	- - -	Gerrard
Dutton	- - -	Hunt
Bellmont	- - -	Gamage
Winterton	- - -	Snow
New ſhip (D. of Grafton)		Barkley
Earl Cornwallis	- -	Hodgſon
Pacific	- - -	
Ceres	- - -	
Barwell	- - -	Welladvice
New ſhip (Stormont)	-	Allen
Contractor	- -	Mackintoſh
Morſe	- - -	Elliott
General Coote	- -	Baldwin
Eſſex	- - -	Strover
Aſia	- - -	Foulkes
Raymond	- - -	Smedley
Duke of Montroſe	- -	Dorin

AT A COURT OF DIRECTORS,

Held on Friday the 31ſt Auguſt, 1787.

On a motion,

Ordered, That it be referred to the Committee of Shipping to conſider whether the Owners of the late ſhip Reſolution have a right to build, at any future time, on the bottom of that ſhip, under the circumſtance of Captain Thomas Poynting, the Commander, having died on the fourth voyage; and if it ſhould appear to the Committee the Owners have ſuch right, what will be her proper order of turn in the liſt of ſhips to build, and to report their opinion to the Court.

A report from the Committee of Correſpondence, dated this day, being read,

Reſolved by the ballot, That the following 28 ſhips, including the Company's ſhip Admiral Hughes, be taken up for the Company's ſervice the enſuing ſeaſon:

Phœnix	- -	Capt. Rattray
Kent	- - -	Hardinge
Manſhip	- - -	Gregorie
Lord Macartney	- -	Hay
William Pitt	- -	Mitchell
New ſhip (Major)	- -	Agnew
Northumberland	- -	Rees
Dublin	- - -	Smith
New ſhip (Royal Henry)		Dundas
New ſhip (Rochford)	-	Tod
Deptford	- - -	Gerrard

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Dutton - - -	Capt. Hunt
Bellmont - - -	Gamage
Winterton - - -	Snow
New ſhip (D. of Grafton)	Barkley
Earl Cornwallis - -	Hodgſon
Pacific - - -	
Ceres - - -	
Barwell - - -	Welladvice
New ſhip (Stormont) -	Allen
Contractor - -	Mackintoſh
Morſe - - -	Elliott
General Coote - -	Baldwin
Eſſex - - -	Strover
Aſia - - -	Foulkes
Raymond - - -	Smedley
Duke of Montroſe - -	Dorin

On reading a letter from Robert Preſton, Eſq. dated this day, in reply to the Secretary's letter of yeſterday, and requeſting the ſhip Southampton may be taken up in turn according to her arrival in the Downs homeward bound;

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 4th September, 1787.

Purſuant to reference of Court of the 9th July laſt, the Committee conſidered the letter from Robert Williams, Eſq. repreſenting, that after the ſtricteſt examination of the bottom of the General Coote, by taking off her ſheathing in many places, and cutting out ſome pieces of her planks, it appears to be ſuch as to induce him to requeſt that the ſtripping off the ſheathing of the ſaid ſhip may be deferred till a future voyage; and Mr. Barnard having repreſented, in a letter to Mr. Williams dated the 5th of that month, that the ſheathing under the light water mark, and the ſeams of the bottom under it appear in very good order, and that he is of opinion that the uſual quantity of new nails being drove therein, the ſhip may perform another voyage with ſafety without ſtripping; and Mr. Snodgraſs, on being examined by the Committee, having concurred in the above repreſentation and opinion, the Committee recommended to the Court, that Mr. Williams's requeſt be complied with, ſubject to the conditions mentioned in Mr. Barnard's letter as to the uſual quantity of new nails being drove into the ſheathing.

Vide App. No. 887.

Vide App. No. 888.

The Committee having taken into conſideration the reference of Court of the 31ſt ult. whether the Owners of the Reſolution have a right to build on that ſhip's bottom, under the circumſtance of Capt. Poynting having died on the ſhip's laſt voyage; and, if the Owners have ſuch right, what will be her proper order of turn for building, reported to the Court,

That

That by the 41ſt By-Law, it was ordained,

"That if after the quantity of ſhipping in the Company's "ſervice ſhould be reduced to 45000 tons, a ſhip ſhould be un- "avoidably taken or loſt, the Owners of ſuch ſhip ſhould have "the preference of building a new one, without waiting her turn "in rotation; but in caſe of the death of the Commander on her "fourth voyage, then the bottom to drop."

That the above By-Law was repealed on the 23d March, 1785, ſubject to the confirmation of a future General Court.

That on the 22d June, 1785, the General Court confirmed the repeal of the above By-Law.

That Captain Thomas Poynting died, in the command of the Reſolution, the 27th Auguſt, 1783, the ſhip being then on her fourth voyage.

That the Reſolution arrived in the Downs on the 19th June, 1785.

That it appears by the above dates, that the Reſolution did not arrive till near three months after the By-Law was agreed to be repealed, though three days before the repeal was actually confirmed.

The Committe further reported, as their opinion, that the Owners have a claim, under ſuch repeal, to build on the bottom of the Reſolution, and

That the Reſolution, from her arrival in the Downs, ſtands the fifth ſhip in turn to build, being next below the Southampton.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 5th September, 1787.

Vide App. No. 911.

Purſuant to reference of Court of the 24th ult. the Committee conſidered the letter from Henry Rice, Eſq. requeſting that the ſheathing of the Dutton may remain on another voyage; and encloſing, in ſupport of ſuch application, a letter from Mr. Barnard, dated the 16th of that month, ſtating that on a ſurvey of that ſhip by the Company's officers and himſelf, the ſheathing was found in good condition, the ſeams and butts of the bottom under it very good, and the oakum in them ſo ſound, that he is of opinion the ſhip may perform another voyage with ſafety without ſtripping, if a proper quantity of nails of ſufficient length are drove therein; and Mr. Snodgraſs, on being examined by the Committee, having concurred in the above repreſentation and opinion, the Committee recommended to the Court, that Mr. Rices's requeſt be complied with, ſubject to the condition mentioned in Mr. Barnard's letter, as to a proper quantity of nails being drove into the ſheathing.

Vide App. No. 912.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 5th September, 1787.

Vide App. No. 919.

On reading a letter from Alexander Hume, Eſq, dated this day, ſignifying the conſent of the Owners of the Fox to build a ſhip on her bottom for the ſeaſon 1788, agreeably to the dimenſions propoſed

propoſed by the Court, with demorage in proportion to her ſize, and in all other reſpects ſubject to the ſame terms as the ſhips of that ſeaſon;

Reſolved, That this Court do agree to the Owners of the Fox building a ſhip on her bottom, according to the terms propoſed by the Court on the 22d ult.

On reading a letter from Mr. William Dent, ſtating the terms upon which the Owners of the late ſhip Earl of Sandwich are ready to build a ſhip of the burthen of 1160 tons, for the ſeaſon 1788; Vide App. No. 920.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

The Committee of Shipping in a report, dated the 4th inſt. now read, ſubmitting to the Court, that the Owners of the Reſolution have a claim under the repeal of the 41ſt By-Law, on the 22d June, 1785, to build on that ſhip's bottom; and

That the Reſolution, from her arrival in the Downs, ſtands the fifth ſhip in turn to build, being next below the Southampton.

Reſolved, That this Court do agree in opinion with the ſaid Committee.

Two other reports from the Committee of Shipping, dated the 4th inſt. and this day, being read,

Reſolved, That the ſtripping off the ſheathing from the ſhips General Coote and Dutton be deferred till a future voyage, ſubject to the conditions mentioned in Mr. Barnard's letters, as to the quantity of new nails to be driven into the ſheathing.

On reading a leter from Mr. James Farquharſon, dated this day, requeſting that the ſtripping off the ſheathing from the ſhip Earl Cornwallis may be deferred till a future voyage; Vide App. No. 921, 922.

Ordered, That the ſaid letter be deferred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Friday the 7th September, 1787.

Purſuant to reference of Court of the 5th inſt. the Committee conſidered the letter from James Farquharſon, Eſq. requeſting that the ſtripping off the ſheathing of the Earl Cornwallis may be deferred till a future voyage, and encloſing, in ſupport of ſuch claim, a letter from Meſſrs. John and William Wells, ſtating that on a ſurvey of that ſhip, by the Company's officers and themſelves, the ſheathing was found in perfect condition, and the ſeams of the plank in ſo good a ſtate, that the ſhip having been built only four years, they are of opinion, ſhe may perform another voyage with ſafety without ſtripping; and Mr. Snodgraſs, on being examined by the Committee, having concurred in the above repreſentation and opinion; the Committee recommended to the Court, that Mr. Farquharſon's requeſt be complied with. Vide App. No. 921. Vide App. No. 922.

AT

AT A COURT OF DIRECTORS,

Held on Friday the 7th September, 1787.

On a motion,

Reſolved, That Alexander Hume, Eſq. be deſired to lay before the Court, on Wedneſday the 12th inſt. the conſent, in writing, of the majority of living Owners for his building on the bottom of the Fox, and that Mr. Hume be acquainted, that upon the ſame being approved by the Court, permiſſion will be immediately given him for building for the ſeaſon 1788, ſubject to the following conditions, viz.

That the new ſhip be of the burthen of 1160 tons, and freighted for China at £21. per ton;

That the keel be laid within four months after leave is given to build, and the ſhip ready for launching within one year after the expiration of the ſaid four months, or elſe ſuch ſhip to loſe her turn to all the ſhips which may arrive in the ſeaſon 1788;

That ſhould not the keel be laid within one year after leave is given to build, and the ſhip launched within one year after the expiration of the firſt, the ſhip will be pronounced a lapſed bottom, and thrown entirely out of the ſervice.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the ſtripping off the ſheathing from the ſhip Earl Cornwallis, be deferred till a future voyage.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 11th September, 1787.

Vide App. No. 923. Mr. Ferguſon's report of the progreſs of ſhips building for the Company's ſervice, dated the 7th inſt. was laid before the Committee.

AT A COURT OF DIRECTORS,

Held on Thurſday the 13th September, 1787.

Vide App. No. 924. Letter from Alexander Hume, Eſq. dated the 12th inſt. being read, ſignifying that in a few days he ſhall lay before the Court the conſent, in writing, of the Owners of the late ſhip Fox, for him to build a new ſhip on her bottom;

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 10th October, 1787.

Vide App. No. 925. On reading the requeſt of Mr. William Money, for leave to build a new ſhip on the bottom of the True Briton;

Ordered,

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Ordered, That it be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF SHIPPING,

On Friday the 12th October, 1787.

The report of Mr. Gilbert Ferguſon of the progreſs of ſhips building for the Company's ſervice, dated the 10th inſt, being laid before the Committee; Vide App. No. 926.

Ordered, That the Maſter-Attendant and Surveyor of Shipping do recommend to the builders to expedite the launching of the ſhips with all convenient diſpatch.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 17th October, 1787.

Letter from Mr. Jeremiah Royds, dated this day, ſignifying that he has reſigned the management of the new ſhip building on the bottom of the Stormont to Richard Lewin, Eſq. alſo Vide App. No. 927.

Letter from a majority of the Owners of that ſhip, acknowledging Mr. Lewin as the Managing Owner, were read. Vide App. No. 928.

AT A COURT OF DIRECTORS,

Held on Friday the 19th October, 1787.

On reading a letter from Abel Chapman, Eſq. tendering the ſhip Chapman either for the Company's regular ſervice, or as a ſtoreſhip; alſo Vide App. No. 929.

Letter from George M. Macaulay, Eſq. tendering the ſhip Pitt on the terms therein-mentioned; Vide App. No. 930.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Tueſday the 23d October, 1787.

Letter from Mr. John Baird, dated the 19th inſt. ſignifying that he has reſigned his appointment as Managing Owner of the new ſhip in the room of the Rochford, to Mr. Robert Williams, was read. Vide App. No. 931.

On reading a letter from Mr. Abel Chapman, dated this day, explaining the terms of his tender of the ſhip Chapman; Vide App. No. 932.

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

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AT A COURT OF DIRECTORS,

Held on Wedneſday the 24th October, 1787.

Vide App. No. 933. Letter from Mr. William Palmer, tendering the ſhip Carnatic for the Company's ſervice this ſeaſon, either upon the ſame terms as the ſhips already taken up, or for a voyage outward only, to be ſold on her arrival in India, being read; alſo

Vide App. No. 934. Letter from Meſſrs. Timothy and William Curtis, tendering the ſhip Stormont on the ſame terms;

Vide App. No. 935. Letter from Mr. Samuel Hurry, jun. offering to ſell two ſhips to the Company, to carry troops to the Eaſt-Indies; and

Vide App. No. 936. Letter from the Managing Owners of Shipping, dated the 23d inſt. laying before the Court their requiſition, that a proviſional clauſe may be inſerted in the Charter-Parties, that the difference of inſurance, over and above ſeven guineas per cent. (on the voyage out and home) taken from the day each ſhip has been twenty days at Graveſend, be allowed by the ſaid Company to the ſaid Owners; alſo that the Company do pay whatever bounty-money will be neceſſary to be given as encouragement to ſeamen to enter on board their ſhips, extra wages, and all other expences incurred relative to manning the ſhips, and the difference in price of all ſtores whatever, that are increaſed in conſequence of the preſent troubles ſince the 22d day of February, 1787, being the day of agreement betwixt the contracting parties; that as the freights are to continue on the peace eſtabliſhments, the Owners do further requeſt, that the Company will agree to maintain (during their ſtay in England) and to pay the paſſage back to India of all Laſcars, Chineſe, or other Indian ſeamen who ſhall unavoidably be hired in India to ſupply the place of ſeamen preſſed out of their ſhips in India by the King's commanding officers; and that after the departure of each ſhip from the river Thames, each Managing Owner ſhall lay before the Court a fair and exact account of his demands for all encreaſed prices of inſurance, ſtores, bounty, and whatever expence is incurred, as ſoon as may be; and that the Court will attend to agree with and diſcharge ſuch ſum or ſums of money as ſhall be adjuſted between the Court and each particular ſhip, three months after the departure of each ſhip from the Downs; and the Owners further ſubmitting, whether it would not be proper for the Court to apply to Government, on behalf of the Company and the Owners, to obtain an indemnification for all loſſes that they may ſuſtain while the ſhips are on public ſervice.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF THE WHOLE COURT,

The 26th October, 1787.

Vide App. No. 936. The Committee took into conſideration the reference of Court of the 24th inſt. on reading a letter from the Managing Owners of Shipping, dated the preceding day, laying before the Court their requiſition, that a proviſional clauſe may be inſerted in the Charter-

Charter-Parties, that the difference of inſurance, over and above £7. 7s. per cent. (on the voyage out and home) taken from the day each ſhip has been twenty days at Graveſend, be allowed by the ſaid Company to the ſaid Owners; alſo that the Company do pay whatever bounty-money will be neceſſary to be given as encouragement to ſeamen to enter on board their ſhips, extra wages, and all other expences incurred relative to manning the ſhips, and the difference in price of all ſtores whatever that are encreaſed in conſequence of the preſent troubles, ſince the 22d day of February, 1787, being the day of the agreement betwixt the contracting parties; that as the freights are to continue on the peace eſtabliſhments, the Owners do further requeſt, that the Company will agree to maintain (during their ſtay in England) and to pay the paſſage back to India of all Laſcars, Chineſe, or other India ſeamen, who ſhall unavoidably be hired in India to ſupply the place of ſeamen preſſed out of their ſhips in India, by the King's commanding officers; and that after the departure of each ſhip from the river Thames, each Managing Owner ſhall lay before the Court a fair and exact account of his demand for all encreaſed prices of inſurances, ſtores, bounty, and whatever expence is incurred, as ſoon as may be, and that the Court will attend to agree with and diſcharge ſuch ſum or ſums of money as ſhall be adjuſted between the Court and each particular ſhip three months after the departure of each ſhip from the Downs; and the Owners further ſubmitting, whether it would not be proper for the Court to apply to Government, on behalf of the Company and the Owners, to obtain an indemnification for all loſſes they may ſuſtain while the ſhips are on public ſervice;

And the Committee having prepared draught of a letter in reply thereto, the ſame was read, approved, and ordered to be reported to the Court. Vide App. No. 937.

AT A COURT OF DIRECTORS,

Held on Friday the 26th October, 1787.

Letter from Mr. William Foſter, tendering the ſhip Charlotte for India and China, being read; alſo Vide App. No. 938.

Letter from John Durand, Eſq. and Captain John Bartlet, tendering the ſhip Lord North, for a voyage to India (and to be diſcharged there for ſale) at the freight of £12,000. for the run; and Vide App. No. 939.

Letter from Mr. Anthony Calvert, tendering the ſhip Ranger to carry troops to India, the ſhip to be either ſold there, or loaded home from China; Vide App. No. 940.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court;

The Chairman, from the Committee of the whole Court, reported that the Committee had taken into conſideration the letter from the Managing Owners of Shipping, dated the 23d inſt. and had prepared draught of a letter in reply thereto,

And the ſaid draught being then read, was unanimouſly approved. Vide App. No. 937.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 31ſt October, 1787.

Vide App. No. 941. On reading a letter from Mr. Alexander Hume, dated this day, encloſing the conſent, in writing, of the majority of Owners of the late ſhip Fox, for his building a new one on her bottom;

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Thurſday the 1ſt November, 1787.

Vide App. No. 942. On reading a letter from Meſſrs. Timothy and William Curtis, tendering the ſhip Stormont, Captain John Barfoot, for a voyage to India, China, and back; if to China direct, at £20. per ton, and in proportion as other ſhips have, in caſe ſent to any of the ſettlements in India;

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 7th November, 1787.

The following report was made to the Court, viz.

Vide App. No. 941. The Committee have conſidered the reference of Court of the 31ſt ult. on the letter from Alexander Hume, Eſq. encloſing the conſent, in writing, of the majority of Owners of the late ſhip Fox, for his building a new one on her bottom; and as Mr. Hume has, by the above letter, complied with the requiſition of the Court of Directors on the 7th September laſt; the Committee preſume there can be no objection to his building a ſhip on the bottom of the Fox, ſubject to the conditions ſtated on the minutes of Court of that date.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 7th November, 1787.

A report from the Committee of Shipping, dated this day, being read;

Reſolved, That Alexander Hume, Eſq. be permitted to build a new ſhip on the bottom of the Fox, ſubject to the conditions ſtated in the minutes of Court of the 7th September laſt.

AT A COURT OF DIRECTORS,

Held on Tueſday the 13th November, 1787.

Vide App. No. 943. On reading a letter from Mr. Gilbert Slater, ſtating an error in the draught of Charter-Party of the ſhip Carnatic, and requeſting that the ſame may be corrected;

Ordered,

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF THE WHOLE COURT,

The 14th November, 1787.

The Committee, purſuant to the references of Court, upon the letter from Gilbert Slater, Eſq. Charter-Party Owner of the ſhip Carnatic, to the Secretary, dated 12th inſt, ſtating that he was ſorry to find the Charter-Party differ from the agreement made with the Company, referring to the Secretary's letter in anſwer to his tender, which expreſsly ſays, demorage to be in the ſame proportion as was allowed the Nottingham laſt ſeaſon; whereas it is ſtated in the Charter-Party, demorage not to commence till after ſix months and four days, and deſiring the ſame may be corrected. Vide App. No. 943.

Reſolved, That this Committee having conſidered the ſaid letter, and read the clauſe allowing demorage in the new Charter-Party ſettled laſt January with the Managing Owners; alſo Mr. Slater's letter of the 26th January laſt, approving and agreeing to the ſame, his tender of the ſhip Pacific 2d Auguſt laſt, the Company's reſolution thereon, and the Secretary's letter of the 3d Auguſt, agreeing to ſuch tender, and that the demorage ſhould be in proportion to the Nottingham's demorage in laſt ſeaſon, are of opinion, that no variation was thereby made, or intended to be made, in the general terms of the Charter-Party as to the time demorage ſhould commence, but that the ſtipulation reſpecting the proportion of demorage merely related to the amount of demorage to be paid daily for this ſhip, and therefore, Vide App. No. 851. No. 901. No. 944.

Reſolved unanimouſly, That Mr. Slater be required to execute the Charter-Party in the way it is prepared, allowing ſix months and four days for the ſhip's laying in India or China before demorage commences, the ſame being conformable to the Charter-Party agreed to as aforeſaid, upon the footing of which Charter-Party the ſhip was tendered.

The Committee alſo conſidered a letter from William Dent, Eſq. dated the 5th September laſt, adviſing that the Owners of the late ſhip Earl of Sandwich, are ready to agree to build on the terms propoſed to them on 22d Auguſt laſt, provided war ſhould not ariſe, and provided the Owners can any way be properly inſured in their riſk and damage againſt loſs, in caſe of her being converted at any time into an armed ſhip, which the Owners are informed may be a very ſerious difficulty, and the Committee being of opinion, that the apprehenſions expreſſed in Mr. Dent's letter are not well founded, and that the Company ought not to ſubmit to the conditions propoſed; Vide App. No. 920. Vide App. No. 913.

Reſolved, That the Secretary do write to Mr. Dent for his anſwer, on or before Tueſday next, whether the Owners are ready to build upon the bottom of the late ſhip Earl of Sandwich upon the terms propoſed in the Secretary's letter of the 22d Auguſt laſt.

Vide App. No. 915.

Read a letter from Henry Boulton, Eſq. dated 23d Auguſt laſt, adviſing that in conſequence of the Court's permiſſion of the ſecond of that month, he had, on behalf of the Owners of the late ſhip Norfolk, agreed with Mr. Perry for building a ſhip 116 feet keel, and 36 beam, amounting in burthen to 799 tons.

On ſeveral motions,

Reſolved, That the Owner of the ſhip next in turn, be wrote to for his anſwer, whether he will build a ſhip for next ſeaſon of 1160 tons, at £21. per ton for China.

Ordered, That the Secretary do write to Robert Preſton, Eſq. deſiring he will deliver in, on or before Tueſday next, the authority of the Owners of the late ſhip Southampton, for his building a new ſhip in her room.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 14th November, 1787.

The Chairman, from the Committee of the whole Court, reported that they have this day taken into conſideration the letter from Gilbert Slater, Eſq. dated the 12th inſt, and that they have

"Reſolved unanimouſly, That Mr. Slater be required to execute the Charter-Party of the ſhip Carnatic in the way it is prepared, allowing ſix months and four days for the ſhip's lying in India or China, before demorage commences, the ſame being conformable to the Charter-Party agreed to as aforeſaid, upon the footing of which Charter-Party the ſhip was tendered."

The Committee likewiſe ſtating, that having taken into conſideration a letter from William Dent, Eſq. dated the 5th September laſt, they have

"Reſolved, That the Secretary do write to Mr. Dent for his anſwer, on or before Tueſday next, whether the Owners are ready to build on the bottom of the late ſhip Earl of Sandwich, upon the terms propoſed in the Secretary's letter of the 22d Auguſt laſt."

And the Committee further reporting their proceedings as follows, viz.

"Read a letter from Henry Boulton, Eſq. dated the 23d Auguſt laſt, adviſing that in conſequence of the Court's permiſſion of the 2d of that month he had, on behalf of the Owners of the late ſhip Norfolk, agreed with Mr. Perry for building a new ſhip of 116 feet keel, and 36 beam, amounting in burthen to 799 tons."

"On ſeveral motions.

"Reſolved, That the Owner of the ſhip next in turn be written to for his anſwer, whether he will build a ſhip for next ſeaſon of 1160 tons, at £21. per ton for Caina."

"Ordered, That the Secretary do write to Robert Preſton, Eſq. deſiring he will deliver in, on or before Tueſday next, the authority of the Owners of the late ſhip Southampton, for his building a new ſhip in her room."

Reſolved, That this Court do approve the ſaid report.

AT A COURT OF DIRECTORS,

Held on Tueſday the 20th November, 1787.

Letter from Mr. Gilbert Slater, dated the 14th inſt. being read, requeſting the Court to reconſider their reſolution of the 14th inſt. reſpecting the clauſe inſerted in the Charter-Party of the Carnatic, as to the period when the demorage is to commence; Vide App. No. 945.

Reſolved, That this Court ſee no reaſon to depart from the opinion expreſſed in their reſolution of the 14th inſt. as to the period fixed for the demorage of the ſhip Carnatic to commence.

On reading a letter from Robert Preſton, Eſq. encloſing an inſtrument, ſigned by a majority of Owners of the late ſhip, Southampton, empowering him to build a new ſhip in her room; alſo Vide App. No. 946, 947.

Letter from Mr. William Dent, dated this day, ſignifying that as ſoon as he can conſult the Owners of the Earl of Sandwich, he will reply to the Secretary's letter of the 15th inſt. Vide App. No. 948.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

Letter from Mr. Gilbert Slater, dated this day, requeſting the Court to conſider their reſolution of the 14th inſt. reſpecting the demorage of the ſhip Carnatic, was read. Vide App. No. 949.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 21ſt November, 1787.

On reading a letter from Mr. William Palmer, dated this day, reſigning his appointment as Managing Owner of the Carnatic, to Captain Leſtock Wilſon; alſo Vide App. No. 950.

Letter from Captain Wilſon, tendering that ſhip for this ſeaſon on the terms therein-mentioned; Vide App. No. 951.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 22d November, 1787.

The Committee took into conſideration the number of military intended to be ſent this ſeaſon to India, and the means neceſſary for their accommodation, and ſubmitted, as their opinion, in a report to the Court, that two more ſhips be taken up for conveying the troops to India, and to proceed afterwards to China.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 28th November, 1787.

Letter from Mr. William Dent. dated this day, being read, ſignifying that the Owners of the late ſhip Earl of Sandwich are ready to build on the bottom of that ſhip, on the terms and of Vide App No. 952.

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the ſize ſpecified in the Secretary's letter to him of the 22d Auguſt laſt.

Reſolved, That Mr. Dent be permitted to build a new ſhip in the room of the Earl of Sandwich accordingly.

Vide App. No. 953. On reading a letter from Mr. Anthony Calvert, tendering the ſhip Ranger to carry troops to India at £15. per head; alſo

Vide App. No. 954. Letter from Meſſrs. Thomas Newte and Gilbert Slater, ſtating their objections to the clauſe in the Charter-Party, ſpecifying that no teas are to be ſtowed in the lower decks of the ſhips before the well; and

Vide App. No. 955. Letter from Mr. Richard Lewin, requeſting that the ſhip Albion may be placed on an equality with the other ſhips of this ſeaſon, in reſpect to the article of demorage.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

A report from the Committee of Shipping, dated the 22d inſt. being read,

Reſolved, That two more ſhips be taken up for conveying troops to India, and to proceed afterwards to China.

AT A COMMITTEE OF THE WHOLE COURT,

The 28th November, 1787.

The Committee took into conſideration the reference of Court of this day, upon reading a report from the Committee of Shipping, dated the 22d inſt. recommending that two more ſhips be taken up for conveying troops to India, and to proceed afterwards to China, and are of opinion, that the two regular ſhips next in rotation be taken up.

The Committee alſo conſidered the reference of Court of the 31ſt Auguſt, on the letter from Robert Preſton, Eſq. requeſting that the Southampton may be taken up in turn according to her arrival in the Downs homeward bound, and are of opinion to recommend it to the Court, that the Southampton be returned to the ſervice as a regular ſhip.

And that the Owners of the Reſolution, being the next ſhip in turn to build, be called upon to know if they will build a ſhip 1160 tons burthen, on the terms of £21. per ton to China, for the ſeaſon 1788.

Vide App. No. 955. The Committee alſo conſidered a letter from Richard Lewin, Eſq. Charter-Party Owner of the ſhip Albion, dated the 27th inſt. ſtating that he obſerves the demorage of the ſaid ſhip does not commence until five months after her arrival in India, inſtead of four months as uſual, and hoping the Court will conſider the ſingular predicament in which this ſhip ſtands, and place her upon an equality with the reſt of the ſhips of this ſeaſon, and

are of opinion that the ſame be not complied with, and that the Secretary do, by letter, acquaint him therewith, and call upon him to execute the Charter-Party as it ſtands at preſent.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 28th November, 1787.

The Chairman, from the Committee of the whole Court, reported their opinion, "that the two ſhips next in turn be taken "up for a voyage to India and China this ſeaſon."

Reſolved, That this Court do agree in opinion with the ſaid Committee.

It was then moved, and on the queſtion,

Reſolved by the ballot, That the Southampton be conſidered as a regular ſhip to proceed on a fourth voyage.

Another motion being then made, it was

Reſolved by the ballot, That the ſhips Southampton and Bridgewater be taken up for a voyage to India this ſeaſon, provided they can be ſufficiently repaired in time.

Reſolved, That the Owners of the Reſolution, being the next ſhip in turn to build, be called upon to know if they will build a ſhip of about the burthen of 1160 tons, on the terms of £21. per ton for China.

The Chairman further reporting, from the Committee of the whole Court, their opinion, that the requeſt of Richard Lewin, Eſq. for certain alterations therein-mentioned, reſpecting demorage to be made in the Albion's Charter-Party, be not complied with.

Reſolved, That this Court do agree in opinion with the ſaid Committee.

Draught of a letter to Mr. Lewin, was then read and approved. Vide App. No. 956.

AT A COURT OF DIRECTORS,

Held on Tueſday the 4th December, 1787.

Letter from Nicholas Skottowe, Eſq. dated the 1ſt inſt. ſignifying that the ſhip Bridgewater can be got ready in time to proceed to India this ſeaſon, was read. Vide App. No. 957.

Letter from Richard Lewin, Eſq. dated the 29th ult. being read, ſignifying he ſhall ſign the Albion's Charter-Party, and leave it to the Court to determine the ſituation of that ſhip as they ſhall ſee proper; Vide App. No. 958, 959.

Reſolved, That this Court ſee no reaſon to alter the opinion expreſſed in their reſolution of the 28th ult. reſpecting the demorage of the ſhip Albion.

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AT A COURT OF DIRECTORS,

Held on Wedneſday the 5th December, 1787.

Vide App. No. 960. Letter from Robert Preſton, Eſq. dated the 4th inſt. adviſing that the ſhip Southampton will be compleatly repaired in every reſpect whatever, with the utmoſt diſpatch poſſible; and

Letter from William Dent, Eſq. dated this day, encloſing the conſent, in writing, of a majority of the living Owners of the late ſhip Earl of Sandwich, to build on the bottom of that ſhip, were read.

On reading a letter from Mr. William Fraſer, ſignifying that the Owners of the late ſhip Reſolution are willing to build a ſhip in her room, for the ſeaſon 1788, of the burthen of 1160 tons for China, at the freight of £21. per ton;

Ordered, That it be referred to the conſideration of a Committee of the whole Court.

Vide App. No. 961. On reading the requeſt of Mr. William Dent, for leave to build the new ſhip in the room of the Earl of Sandwich, in the King's yard at Harwich;

Ordered, That it be referred to the conſideration of the Committee of Shipping.

AT A COURT OF DIRECTORS,

Held on Tueſday the 11th December, 1787.

Vide App. No. 962. Letter from Robert Preſton, Eſq. dated the 7th inſt. ſignifying that the ſhip Southampton cannot be properly repaired by the 8th of next month, was read.

On reading a letter from George M. Macaulay, Eſq. tendering the ſhip Pitt for the Company's ſervice, upon the terms thereinmentioned;

Ordered, That it be referred to the conſideration of a Committtee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 12th December, 1787.

On reading a letter from Robert Preſton, Eſq. ſignifying that he has given up all the thoughts of repairing the Southampton for one voyage, and that he will be ready to build a new ſhip on her bottom;

Ordered, That the ſaid letter be referred to the conſideration of a Committee of the whole Court.

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AT A COMMITTEE OF THE WHOLE COURT,

The 12th December, 1787.

The Committee took into conſideration the reference of Court of the 5th inſt. on reading a letter from William Fraſer, Eſq. dated the ſame day, ſignifying that the Owners of the late ſhip Reſolution are willing to build a ſhip in her room for the ſeaſon of 1788, of the burthen of 1160 tons, for China, at the freight of £21. per ton; and are of opinion, that Mr. Fraſer have permiſſion to build a ſhip accordingly, on the terms of the new Charter-Party, on his producing proof of the right of the late ſhip Reſolution's bottom being with him.

Letter from Robert Preſton, Eſq. dated this day, acquainting the Court of Directors, that as he finds the expence of repairing the Southampton for one voyage will conſiderably exceed the freight, and therefore gives up all thoughts of it whatever, was read;

It was then, on a motion,

Reſolved, That it be recommended to the Court of Directors to take up the two ſhips next in turn, for a voyage to the Eaſt-Indies and China.

The Committee conſidered the reference of Court of the 11th inſt. on the letter from George Mackenzie Macaulay, Eſq. renewing his tender of the ſhip Pitt, burthen about 779 tons, for a voyage to the Eaſt-Indies, upon the preciſe conditions of other ſhips of the ſeaſon, and ſent to ſuch parts of India or China, as the ſervice may require; and upon her return, he agrees to deduct from her freight £3500.

The following particulars being called for were read, viz. minutes of the Committee of the whole Court of the 21ſt of February laſt; and minutes of the Court of Directors of the 28th of the ſame month, and of the 29th Auguſt laſt.

The following motion was made and ſeconded, and the queſtion thereon being put by the ballot, it was

Reſolved, That this Committee are of opinion, that when the body of Ship Owners receded from their demand of £24. per ton, on the 28th of February laſt, it was on the underſtood condition that the ſhips already in the ſervice ſhould be preferred; and therefore it will not be proper to employ extra ſhips, if the preſent Owners can ſupply the Company at the agreed price.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 12th December, 1787.

The Chairman, from a Committee of the whole Court, reporting that they had come to the following reſolution, viz.

That this Committee are of opinion, that when the body of Ship Owners receded from their demand of £24. per ton on the 28th February laſt, it was on the underſtood condition that the ſhips already in the ſervice ſhould be preferred; and therefore it will

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will not be proper to employ extra ſhips, if the preſent Owners can ſupply the Company at the agreed price.

Reſolved, That this Court do agree in opinion with the ſaid Committee.

The Chairman further reporting, that the Committee of the whole Court had come to the following reſolution, viz.

That it be recommended to the Court of Directors to take up the two ſhips next in turn for a voyage to the Eaſt-Indies and China,

It was moved, and

Reſolved by the ballot, That the ſhips Neptune and Earl Talbot, being the two ſhips next in turn, be taken up for a voyage to the Eaſt-Indies or China this ſeaſon.

On a motion,

Vide App. No. 954. Ordered, That the Committee of the whole Court be diſcharged from the reference made to them on the 28th of November laſt, on the letter from Meſſrs. Newte and Slater, and that the ſame be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Friday the 14th December, 1787.

The following report was made to the Court.

Vide App. No. 954. The Committee having, in purſuance of the reference of Court of the 12th inſt. taken into conſideration the letter from Thomas Newte and Gilbert Slater, Eſqrs. ſtating their objections to the clauſe in the Charter-Party, ſpecifying that no teas are to be ſtowed on the lower decks of the ſhips before the well; the Committee are of opinion, that as the holds of the ſhips Ceres and Carnatic are not deep in proportion to their increaſed dimenſions, while their height between the lower and middle decks greatly exceed that of the ſhips of 800 tons burthen, the Owners of theſe two ſhips muſt ſuffer very materially if confined to the clauſe in the Charter-Party reſtricting them from ſtowing before the well; that the encreaſed quantity of ſurplus tonnage will prove equally beneficial to the Company and Owners, provided the teas are ſo ſtowed as not to be in danger of damage, and that to guard againſt ſuch accidents muſt be an object of great conſequence to the Owners, and doubtleſs will engage their particular attention; that the Committee are of opinion, goods, if properly ſecured, may be ſafely and conveniently ſtowed on ſome parts of the lower deck; and under theſe ſeveral circumſtances do recommend, that the Court accede to the plan ſuggeſted by Mr. Newte and Mr. Slater of ſtowing teas on the lower deck as far forward as the after-part of the well, and from the fore-part of the main-hatchway to the after-part of the fore-hatchway, ſtrong and ſufficient bulkheads being carried up from ſide to ſide on the after-part of the well, the fore-part of the main-hatchway and after-part of the fore-hatchway, every part of the deck where goods are to be ſtowed being ſufficiently dunnaged with billet wood, or with battens of

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one inch and an half thick, with ſuch other precautions as in the diſcretion of the Commanders may appear neceſſary.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 18th December, 1787.

The Committee having taken into conſideration the reference of Court of the 5th inſt. on a letter from William Dent, Eſq. requeſting that the ſhip he is allowed to build on the bottom of the Earl of Sandwich, may be built at the King's yard at Harwich, reported their opinion that he have leave accordingly, the ſhip being ſurveyed from time to time by the Company's officers, and the Owners paying the expence of their journies on this ſervice. Vide App. No. 961.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 19th December, 1787.

A report from the Committee of Shipping, dated the 14th inſt. being read,

Reſolved, That this Court do accede to the plan ſuggeſted by Mr. Newte and Mr. Slater, of ſtowing teas on the lower decks of the ſhips Ceres and Carnatic, as far forward as the after-part of the well, and from the fore-part of the main-hatchway, to the after-part of the fore-hatchway, ſtrong and ſufficient bulk heads being carried up from ſide to ſide on the after-part of the well, the fore-part of the main-hatchway, and after-part of the main-hatchway, every part of the deck where goods are to be ſtowed being ſufficiently dunnaged with billet wood, or with battens of one inch and a half thick, with ſuch other precautions as in the diſcretion of the Commanders may appear neceſſary.

On reading a report from the Committee of Shipping, dated the 18th inſt.

Reſolved, That the ſhip which Mr. Dent is allowed to build on the bottom of the Earl of Sandwich, be built at the King's yard at Harwich, the ſhip being ſurveyed from time to time by the Company's officers, and the Owners paying the expence of their journies on this ſervice.

The requeſt of Mr. Robert Williams, for leave to build a new ſhip in the room of the Naſſau, being read, Vide App. No. 963.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

On reading a letter from Mr. William Fraſer, encloſing the conſent, in writing, of the majority of Owners of the late ſhip Reſolution for his building a ſhip on her bottom, and ſignifying his intention of fulfilling the ſeveral conditions contained in the Secretary's letter of the 13th inſt. as nearly as poſſible; Vide App. No. 964, 965.

Ordered, That it be referred to the ſaid Committee to do therein as they ſhall think fit.

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AT A COMMITTEE OF SHIPPING,

On Thurſday the 20th December, 1787.

Vide App. No. 964, 965.

The Committee having conſidered the reference of Court of the 19th inſt. on a letter from William Fraſer, Eſq. encloſing the conſent, in writing, of the majority of Owners of the late ſhip Reſolution, for his building a new one on her bottom; and Mr. Fraſer having, by the above letter, complied with the requiſition of the Court of Directors on the 28th November laſt, the Committee reported to the Court, that they preſume there can be no objection to his building a ſhip on the bottom of the Reſolution, ſubject to the conditions ſtated on the minutes of Court of that date.

AT A COURT OF DIRECTORS,

Held on Friday the 21ſt December, 1787.

A report from the Committee of Shipping, dated the 20th inſt. being read,

Reſolved, That William Fraſer, Eſq. be permitted to build a new ſhip on the bottom of the Reſolution, ſubject to the conditions ſtated in the reſolutions of Court of the 28th November laſt.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 9th January, 1788.

Vide App. No. 966.

On reading a letter from Mr. Robert Williams, requeſting that the uſual freight for a Bengal ſhip may be allowed to the Owners of the Airly Caſtle, in conſequence of her loading at Bencoolen, after having been to Bengal, as her firſt conſigned port;

Ordered, That it be referred to the Committee of Correſpondence, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 16th January, 1788.

On a motion,

Reſolved, That this Court will on Wedneſday next, the 23d inſt. take into conſideration the ſtate of the Company's ſhipping, and conſider whether leave may not be given for three or more ſhips to be built for the ſeaſon 1789.

AT

AT A COMMITTEE OF CORRESPONDENCE,

The 18th January, 1788.

Purſuant to a reference of Court of the 9th inſt. the Committee conſidered a letter from Robert Williams, Eſq. requeſting that the uſual freight for a Bengal ſhip may be allowed to the Owners of the ſhip Airly Caſtle, in conſequence of her loading for Europe at Bencoolen, after having been at Bengal as her firſt conſigned port. Vide App. No. 966.

And the Committee having heard Mr. Williams on the ſubject of his ſaid letter, they offer it to the Court as their opinion, that the Owners of the Airly Caſtle be allowed the freight of £25. 10s. inſtead of the ſum £24. 10s. per ton, as inſerted in the draught of that ſhip's Charter-Party, being 20s. per ton more than the freight of ſhips of this ſeaſon loading home from the Coaſt of Sumatra.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 23d January, 1788.

A report from the Committee of Correſpondence, dated the 18th inſt. being read,

Reſolved, That the Owners of the Airly Caſtle be allowed the freight of £25. 10s. inſtead of the ſum of £24. 10s. per ton, as inſerted in the draught of that ſhip's Charter-Party, being 20s. per ton more than the freight of ſhips of this ſeaſon loading home from the Coaſt of Sumatra.

On a motion,

Ordered, That the conſideration of the motion made on the 16th inſt. reſpecting the ſtate of the Company's ſhipping, be poſtponed till next Court.

AT A COURT OF DIRECTORS,

Held on Tueſday the 29th January, 1788.

The requeſt of John Clements, Eſq. for leave to build a new ſhip on the bottom of the Royal Charlotte, to be commanded by Captain Joſiah Pryce, being read, Vide App. No. 967.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wednerſday the 30th January, 1788.

On a motion,

Ordered, That the conſideration of the motion reſpecting the ſtate of the Company's ſhipping, be poſtponed until Wedneſday next, the 6th February.

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AT A COURT OF DIRECTORS,

Held on Wedneſday the 6th February, 1788.

On a motion,

Ordered, That the conſideration of the motion, reſpecting the ſtate of the Company's ſhipping, be poſtponed till Friday next.

AT A COURT OF DIRECTORS,

Held on Friday the 8th February, 1788.

Vide App. No. 968. On reading the requeſt of Mr. William Palmer, that the teas may be ſtowed on board the Boddam in the ſame manner as the Court have permitted the Owners of the Ceres and Carnatic to ſtow teas on board thoſe ſhips;

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

The Court proceeding according to order of the 6th inſt. to take into conſideration the motion reſpecting the ſtate of the Company's ſhipping.

Vide App. No. 969. And, "An account of all ſhips, with their tonnage, which are "employed in the trade of the Eaſt-India Company, between "England and the Eaſt-Indies," being read,

It was moved, and

Reſolved by the ballot, That leave be given to build three ſhips of about 1160 tons, for China, for the ſervice of the ſeaſon 1789.

A motion was then made,

"That the time of building upon the bottom of the late ſhip "Southampton, be reckoned from the completion of her ſecond "voyage."

And the queſtion thereon being put by the ballot,

The ſame paſſed in the negative.

It was then moved, and on the queſtion;

Reſolved unanimouſly, That the time of building upon the bottom of the late ſhip Southampton, be reckoned from the completion of her third voyage.

Ordered, That the Owners of the ſhips Norfolk, Calcutta, and Naſſau, (being the three ſhips next in turn) be written to accordingly.

AT A COURT OF DIRECTORS,

Held on Tueſday the 12th February, 1788.

Vide App. No. 970. Letter from Henry Boulton, Eſq. dated this day, being read, requeſting the Court will not inſiſt on the Owners of the Norfolk building a ſhip on her bottom of ſo large dimenſions as 1160 tons.

Ordered, That the Secretary do apply to the Owners of the Royal Charlotte, to know if they are willing to build a ſhip of about 1160 tons burthen, for the ſeaſon 1789.

On reading a letter from Mr. Robert Williams, dated this day. Vide App. No. 971.

Reſolved, That he be permitted to build a ſhip on the bottom of the Naſſau, for the ſeaſon 1789, upon the following conditions, viz.

That Mr. Williams do lay before this Court, on the 20th inſt. the conſent in writing of the majority of living Owners, for his building on the bottom of the ſaid ſhip;

That the ſhip be of the burthen of 1160 tons, and freighted for China at £21. per ton;

That the keel be laid within four months after leave is given to build, and that the ſhip be ready for launching within one year after the expiration of the ſaid four months; or elſe ſuch ſhip to loſe her turn to all the ſhips that may arrive in the ſeaſon 1789;

That ſhould not the keel be laid within one year after leave is given to build, and the ſhip launched within one year after the expiration of the firſt, the ſhip will be pronounced a lapſed bottom, and thrown entirely out of the ſervice.

Draft of a letter to Mr. Williams, was read and approved. Vide App. No. 972.

On reading a letter from Mr. William Moffat, dated this day, ſignifying that the Owners of the late ſhip Calcutta, are willing to build a ſhip on the terms propoſed by the Court; but having a ſhip of 800 tons already built, they requeſt the ſame may be accepted as built on the bottom of the Calcutta; Vide App. No. 973.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 12th February, 1788.

Letter from Mr. William Moffat, Eſq. dated and referred this day, ſignifying that the Owners of the late ſhip Calcutta, are willing to build a ſhip on the terms propoſed by the Court; but having a ſhip of 800 tons already built, they requeſt the ſame may be accepted as built on the bottom of the Calcutta, was read, and a debate enſued thereon of ſome length, in the courſe of which the following tranſactions reſpecting the late ſhip Duke of Grafton, were read, viz. Vide App. No. 973.

Minutes of Court, 1ſt March, 1782.
21ſt Auguſt
13th September, 1786.

Minutes of this Committee, 24th July, 1783.
24th February, 1785.
19th July
24th Auguſt
13th September
20th Ditto
7th September, 1786.
12th December
2d May, 1787.

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AT A COURT OF DIRECTORS,

Held on Friday the 15th February, 1788.

Letter from John Clements, Eſq. dated the 14th inſt. ſignifying that the Owners of the late ſhip Royal Charlotte, are willing to build a ſhip for the ſeaſon 1789, of the burthen of about 1160 tons, being read,

Vide App. No. 972. Draft of a letter in reply thereto, was read and approved.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 20th February, 1788.

Vide App. No. 974, 975. On reading a letter from J. Clements, Eſq. dated the 19th inſt. encloſing the conſent of the majority of the Owners of the late ſhip Royal Charlotte to his building a new ſhip on her bottom, which ſhip ſhall not be of leſs burthen than 1160 tons, nor more than 1240 tons, and ſignifying his conſent to all the other conditions and ſtipulations in the Secretary's letter of the 15th inſt. during the preſent freights and the continuance of peace; alſo

Vide App. No. 976, 977. Letter from Mr. Robert Williams, dated the ſame day, encloſing the conſent of the majority of the Owners of the late ſhip Naſſau, for his building a new ſhip on her bottom, on the ſame terms and conditions as are mentioned in the above letter from Mr. Clements;

Ordered, That the ſaid letters be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 27th February, 1788.

The Committee took into conſideration ſeveral references of Court, and reported their opinion thereon, as follows, viz.

Vide App. No. 976, 977. The Committee have conſidered the reference of Court of the 20th inſt. on a letter from Robert Williams, Eſq. encloſing the conſent, in writing, of the majority of Owners of the late ſhip Naſſau, for his building a new one on that ſhip's bottom; and as Mr. Williams has, in this inſtance, complied with the requiſition of the Court of Directors on the 12th inſt. the Committee preſume there can be no objection to his building a ſhip on the bottom of the Naſſau, ſubject to the conditions ſtated on the minutes of the Court of that date.

Vide App. No. 974, 975. The Committee have conſidered the reference of Court of the 20th inſt. on a letter from John Clements, Eſq. encloſing the conſent, in writing, of the majority of Owners of the late ſhip Royal Charlotte, for his building a new one on her bottom; and as Mr. Clements has, in this inſtance, complied with the requiſition of the Court of Directors on the 15th inſt. the Committee preſume there can be no objection to his building a ſhip on the

bottom of the Royal Charlotte, ſubject to the conditions ſtated on the minutes of Court of that date.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 27th February, 1788.

The Committee of Shipping, in a report dated this day, now read, ſtating to the Court that they preſume there can be no objection to Mr. John Clements building a ſhip on the bottom of the Royal Charlotte, ſubject to the conditions ſtated on the minutes of Court of the 15th inſt.

Ordered, That the ſaid report be recommitted.

The ſaid Committee, in another report dated this day, now read, ſtating to the Court, that they preſume there can be no objection to Mr. Robert Williams building a ſhip on the bottom of the Naſſau, ſubject to the conditions ſtated on the minutes of Court of the 12th inſt.

Ordered, That the ſaid report be recommitted.

AT A COMMITTEE OF SHIPPING,

On Friday the 29th February, 1788.

Purſuant to reference of Court of the 8th inſt. the Committee conſidered the requeſt of William Palmer, Eſq. that the teas may be ſtowed on board the Boddam, in the ſame manner as the Court have permitted the Owners of the Ceres and Carnatic to ſtow teas on board thoſe ſhips, and the Committee reported their opinion to the Court, that Mr. Palmer's requeſt be complied with. Vide App. No. 968.

AT A COURT OF DIRECTORS,

Held on Saturday the 1ſt March, 1788.

A report from the Committee of Shipping, dated the 29th ult. being read,

Reſolved, That permiſſion be given for the teas being ſtowed on board the Boddam, in the ſame manner as the Owners of the Ceres and Carnatic have been permitted to ſtow teas on board thoſe ſhips.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 27th March, 1788.

The following reports were made to the Court.

The Committee having reſumed the conſideration of their report of the 27th ult. on the letter from John Clements, Eſq. recommitted by order of Court the ſame day, and having conſulted the Company's Surveyor of Shipping on that part which relates

relates to the propoſed increaſed tonnage, do ſubmit as their opinion, that a ſhip of the burthen of between 1160 and 1240 tons, is a very proper ſhip for the Company's ſervice; on the other parts of the Committee's ſaid report of the 27th ult. the Committee beg leave to abide by their former opinion, that as Mr. Clements has delivered in the conſent of the majority of Owners, there can be no objection to his building on the bottom of the Royal Charlotte, ſubject to the conditions ſtated in the minutes of Court of the 15th February.

The Committee having reſumed the conſideration of their report of the 27th ult. on the letter from Robert Williams, Eſq. recommitted by order of Court the ſame day, and having conſulted the Company's Surveyor of Shipping on that part which relates to the propoſed increaſed tonnage, do ſubmit as their opinion, that a ſhip of the burthen of between 1160 and 1240 tons, is a very proper ſhip for the Company's ſervice; on the other parts of the Committee's ſaid report of the 27th ult. the Committee beg leave to abide by their former opinion, that as Mr. Williams has delivered in the conſent of the majority of Owners. there can be no objection to his building on the bottom of the Naſſau, ſubject to the conditions ſtated in the minutes of Court of the 12th of laſt month.

AT A COURT OF DIRECTORS,

Held on Thurſday the 27th March, 1788.

The Committee of Shipping, in a report dated this day, now read, ſubmitting to the Court as their opinion, that a ſhip of the burthen of between 1160 and 1240 tons, is a very proper ſhip for the Company's ſervice; and that on the other parts of the Committee's report of the 27th ult. on the letter from John Clements, Eſq. they abide by their former opinion, that as Mr. Clements has delivered in the conſent of the majority of Owners, there can be no objection to his building on the bottom of the Royal Charlotte, ſubject to the conditions ſtated in the minutes of Court of the 15th February.

Reſolved, That this Court do approve the ſaid report.

The Committee of Shipping, in another report dated this day, now read, ſtating the ſame opinion, reſpecting the burthen of a ſhip proper for the Company's ſervice; and alſo that they abide by their former opinion, that as Mr. Robert Williams has delivered in the conſent of the majority of Owners, there can be no objection to his building on the bottom of the Naſſau, ſubject to the conditions ſtated in the minutes of Court of the 12th of laſt month.

Reſolved, That this Court do approve the ſaid report.

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AT A COMMITTEE OF SHIPPING,

On Friday the 2d May, 1788.

Letter from Captain Coggan, dated the 1ſt inſt. was read, accompanying an eſtimate of the expence of building, outfit, and other charges of an Eaſt-India ſhip; and an account of the difference of the expence of building and fitting out a ſhip between the years 1787 and 1788, being laid before the Committee, the following report was made to the Court, viz. Vide App. No. 978, 979, 980.

The Court having, on the 4th September, 1783, Ordered, "That the Committee of Shipping do prepare an eſtimate of "the expence of building, outfit, and other charges of an Eaſt-"India ſhip fit for ſea, and that the ſame be laid before the "Court the firſt week in May every year." The Committee, in conſequence thereof do report, that an eſtimate has been prepared accordingly by the Deputy Maſter-Attendant, and that the ſame, upon the preſent prices, amounts to £19,904.

The preſent eſtimate, dated the 1ſt inſt. and ſigned by the Aſſiſtant Maſter-Attendant, accompanies this report, and is ſubmitted to the conſideration of the Court. Vide App. No. 979.

AT A COURT OF DIRECTORS,

Held on Friday the 2d May, 1788.

The Committee of Shipping, by a report dated this day, now read, laying before the Court the annual eſtimate of the expence of building, outfit and other charges of an Eaſt-India ſhip fit for ſea;

The ſame was read.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 7th May, 1788.

The Chairman laying before the Court ſome memorandums which he had received from the Managing Owners of Shipping, reſpecting certain propoſed alterations in ſeveral of the Company's By-Laws, which they are deſirous of ſubmitting to the General Court; Vide App. No. 981.

Ordered, That the ſame be referred to the conſideration of the Committee of Shipping.

On reading the memorial of Mr. George Thomſon, praying the Court to defer granting leave to Mr. William Moffat, to build or tender any ſhip inſtead of the Calcutta; Vide App. No. 982.

Ordered, That the ſaid memorial be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Friday the 16th May, 1788.

Vide App. No. 982. The Committee having, in purſuance of the reference of Court of the 7th inſt. conſidered a paper from the Owners of Shipping, containing ſeveral regulations propoſed by them to be eſtabliſhed as By-Laws of this Company, the Committee ſubmited to the Court the ſaid Regulations as propoſed by the Owners, and ſuch Amendments, as appear in this Committee's opinion, proper to be made therein.

REGULATIONS Propoſed by the OWNERS.	AMENDMENTS Propoſed by the COMMITTEE.
Vide App. No. 983. That the 30th By-Law, for reſtraining the tonnage of all ſhips employed, or to be employed, in the ſervice of the Company, on freight to and from the Eaſt-Indies, to 45000 tons, builders meaſurement; and	
Vide App. No. 984. alſo the 40th By-Law, for the employment of ſhips in rotation, as it now ſtands limitted and reſtricted, ſhall be, and the ſame reſpectively are hereby repealed and utterly made void; and that the under-mentioned articles for the better regulation and ſecurity of ſhipping employed, and to be employed, on freight in the ſervice and trade of the Company to and from the Eaſt-Indies, ſhall from henceforth become and be eſtabliſhed as By-Laws, and be recorded as ſuch among the other By-Laws of the Company.	This clauſe approved without any alteration.
ARTICLE I.	ARTICLE I.
That the ſhip which has been firſt worn out, or condemned, ſhall be the firſt rebuilt and employed, and ſo in rotation; the Owners of each ſhip tendering the ſame on as low freight as any others of equal dimenſions, ſcantlings, thickneſs of plank, number of guns, ſtrength, and quality.	That the ſhip which has been firſt worn out, or condemned, ſhall be the firſt rebuilt and employed, and ſo in rotation, unleſs it ſhould hereafter appear neceſſary in the opinion of the Court of Directors to reduce the tonnage of the ſhips in the Company's ſervice; in which caſe, a Commander dying on the ſhip's laſt voyage, not being the firſt, ſecond, or third voyage, the bottom of ſuch ſhip ſhall drop.

ARTICLE

ARTICLE II.

That if the ſhip ſhall be unavoidably either taken or loſt, the Owners of ſuch ſhip ſhall have the preference of building a new ſhip, without waiting for her turn in rotation.

ARTICLE III.

That no ſhip ſhall hereafter be built for, or employed on freight in the trade of the Company to and from the Eaſt-Indies or China, of leſs burthen than 800 tons, builders meaſurement, or with timbers of ſmaller ſcantling, or with thinner plank, or any materials of dimenſions or quality worſe than thoſe now uſed and approved, and ſpecified in the contracts for the ſhips of 800 tons, built with the leave of the Company, and ſo in proportion for ſhips of larger ſize; and that orders ſhall be given by the Court of Directors for the building of each ſhip in rotation, allowing 18 months from the time of laying the keel to the launching, and ſpecifying particularly the dimenſions, ſcantlings, thickneſs of plank, and number of guns.

ARTICLE IV.

That if any new ſhips, not upon bottoms already in the ſervice, ſhall be built or taken

ARTICLE II.

That if a ſhip ſhall, in the judgment of the Court of Directors, be unavoidably either taken or loſt, on her firſt, ſecond, or third voyage, the Owners of ſuch ſhip ſhall have the preference of building a new ſhip, without waiting for her turn in rotation.

ARTICLE III.

That no ſhip ſhall hereafter be built for the trade of the Company, or employed therein to and from the Eaſt-Indies or China of leſs burthen than 800 tons, builders meaſurement; the ſhips to be ſo employed ſhall not be built with timbers of ſmaller ſcantling, or with any other materials (the planks of the bottom excepted) of inferior dimenſions to thoſe now uſed for the ſhips of 800 tons, built with the leave of the Company, and ſo in proportion for ſhips of larger ſize; and that orders ſhall be given by the Court of Directors for the building of each ſhip in rotation, allowing 18 months from the time of laying the keel to the launching, and ſpecifying particularly the dimenſions, ſcantlings, thickneſs of plank, and number of guns; provided always, that it be underſtood that the Owners ſhall conſent to let their reſpective ſhips to the Company upon each voyage at as low freight as any other ſhips can be obtained by the Court of Directors, which have been, or may be conſtructed and fitted in the ſame manner with the regular ſhips at this time employed in the ſervice.

ARTICLE IV.

That if any new ſhip or ſhips ſhall be built or taken up on freight for the uſe of the Company,

up on freight for the uſe of the Company, the Commanders who have been regularly bred and employed in the Company's ſervice, and have faithfully and honorably diſcharged their duty, ſhall have the preference of all others to command ſuch new ſhips.

pany, the command of ſuch ſhips ſhall be given to Captains out of employ from their ſhips being worn out, or if none in that predicament, to officers properly qualified for a command, under the eſtabliſhed regulations for the ſervice, and who ſhall be found upon enquiry to have faithfully and honorably diſcharged their duty in their ſeveral ſtations; the Owners being reſtrained from removing any Commander after he ſhall have been regularly appointed or confirmed by them, without producing ſuch reaſons for his removal as ſhall appear ſatisfactory to the Court of Directors.

AT A COURT OF DIRECTORS,

Held on Friday the 16th May, 1788.

The Committee of Shipping, in a report dated this day, now read, ſubmitting to the Court ſuch amendments as they deem proper to be made to the regulations propoſed by the Owners of ſhipping, to be eſtabliſhed as By-Laws of this Company.

Ordered, That the further conſideration of the ſaid report be poſtponed until Wedneſday next, the 21ſt inſt.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 21ſt May, 1788.

The Court now, according to order of the 16th inſt. proceeding to take into conſideration a report from the Committee of Shipping, ſubmitting to the Court ſuch amendments as they deem proper to be made to the regulations propoſed by the Owners of ſhipping, to be eſtabliſhed as By-Laws of this Company.

Vide App. No. 983, 984.

And the 30th and 40th By-Laws being read,

And a debate enſuing thereon,

It was moved, and on the queſtion

Reſolved, That the ſaid report be recommitted to the conſideration of an open Committee of Shipping, and that each member of this Court, who ſhall attend the Committee, ſhall have a voice at the ſame.

AT

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 21ſt May, 1788.

The Committee having, in purſuance of the order of Court of this day, reconſidered their report of the 16th inſt. offered as their opinion, that the following alterations be made in the amendments then ſubmitted to the Court on the regulations propoſed by the Owners of ſhipping, viz.

That in the third article after the word "China," be added "(ſhips employed on home freights, thoſe immediately belonging to the Company, and the ſhips already built for the Company's ſervice excepted)."

AT A COURT OF DIRECTORS,

Held on Wedneſday the 21ſt May, 1788.

The Committee of Shipping, in a report now read, ſtating that having, in purſuance of the order of Court of this day, reconſidered their report of the 16th inſt. they offer as their opinion, that the alterations therein-mentioned be made in the amendments then ſubmitted to the Court, on the regulations propoſed by the Owners of ſhipping.

Reſolved, That this Court do approve the ſaid amendments as now altered by the Committee of Shipping.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 4th June, 1788.

On a motion,

Reſolved, That as the Supra-Cargoes, at Canton, in their letter by the Laſcelles, have made ſome remarks on the unuſual manner in which the Nottingham has been ſtowed, a deputation of the Gentlemen in the Direction, be requeſted to viſit that ſhip, on her arrival at Long-Reach, previous to any of the Company's goods, private-trade, or ſhips ſtores being taken out, (the gunpowder only excepted) in order to examine into the manner of ſtowage of that ſhip in general.

That the Court's intentions herein be ſignified to the Managing Owner, and that he be deſired not to land any of the ſtores (the gunpowder excepted) till the above deputation from the Court have been on board.

That the Maſter-Attendant, or his firſt Aſſiſtant, do repair on board the ſhip on the firſt advice of her arrival in the Downs, and that he do examine and report the ſtate of the ſhip as ſhe ſhall then appear to him.

AT A COURT OF DIRECTORS,

Held on Tueſday the 17th June, 1788.

On a motion,

Ordered, That the proper officer do lay before this Court, an account of the average value of a Bengal cargo for a ſhip of 800 tons to be fully loaded.

Vide App. No. 985.

On reading a letter from Robert Preſton, Eſquire, dated the 11th inſtant, ſignifying that the Managing Owners accede to the propoſitions for certain By-Laws relative to the Eaſt-India ſhipping, as altered by the Court, leaving out the words "the planks of the bottoms excepted," in the third of the ſaid propoſitions; and requeſt, that the next Quarterly Court, advertiſed for the 25th inſt. may be made ſpecial, for the purpoſe of carrying the ſame into effect.

Reſolved, That the words objected to in Mr. Preſton's letter be omitted in the ſaid propoſitions for By-Laws reſpecting Eaſt-India ſhipping, and that the next Quarterly General Court be made ſpecial, for the purpoſe of taking the ſame into conſideration.

Vide App. No. 986.

Vide App. No. 986.*

The Company's Accountant laid before the Court, an account of the average value of a Bengal cargo for a ſhip of 800 tons, prepared in obedience to an order of Court of this day.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 18th June, 1788.

William Devaynes, Eſq. delivered in the following diſſent, viz.

To the Honorable Court of Directors of the United Eaſt-India Company.

GENTLEMEN,

I AM ſorry to trouble you with the following diſſent to the reſolution of Court, for recommending to the Proprietors the paſſing of a By-Law for reſtraining the Company in the permiſſion for building of ſhips under 800 tons burthen: becauſe I am of opinion, that ſhips of 800 tons burthen are of too large a ſize for the importation of the Company's cargoes from Bengal; as a ſhip of that burthen, according to the account delivered in by the proper officers, will carry, upon an average, more than 18 lacks, which has always been eſteemed by the Court of too great a value for the Company, who are their own inſurers, to riſk upon one bottom; and, if not fully loaded, the Company muſt loſe two, three, or four thouſand pounds per ſhip: and becauſe I have been led to believe, by repeated aſſertions given to this Court, from gentlemen converſant in the navigation of the river of Bengal, that ſhips of that ſize are of too great a draught of water for the ſafe navigation of that river: therefore, I am of opinion, that the reſolution the Court of Directors have come to, not to grant permiſſion to build ſhips under 800 tons burthen, is contrary to the true intereſts of the Company.

Vide App. No. 986.*

I am,

GENTLEMEN,

your moſt obedient ſervant,

East-India Houſe, the 18th June, 1788.

W. DEVAYNES.

AT

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AT A GENERAL COURT

Of the United Company of Merchants of England, trading to the East-Indies,

Held on Wedneſday the 25th June, 1788.

The Court, purſuant to notice, taking into conſideration the 30th and 40th By-Laws of this Company, the former reſtricting the tonnage of the ſhips in the Company's employ to 45000 tons, and the latter reſpecting rebuilding and employing ſhips in rotation; Vide App. No. 986. No. 983. No. 984.

It was, on the queſtion being ſeparately put,

Reſolved, That it is the opinion of this Court, that the 30th and 40th By-Laws be reſpectively repealed, and that ſuch repeal be again conſidered at the next General Court, this being the firſt General Court called for conſidering of ſuch repeal.

The Court of Directors informed the Court, that if the 30th and 40th By-Laws ſhould be agreed to be repealed at the next Court, the following new By-Laws will be ſubmitted for their conſideration, to be inſerted after all the preſent By-Laws, viz.

Item, With reſpect to the freighted ſhips in the Company's ſervice, it is ordained, that the ſhip which hath been, or ſhall be, firſt worn out or condemned, ſhall be the firſt rebuilt and employed, and ſo in rotation; unleſs it ſhall appear neceſſary in the opinion of the Court of Directors to reduce the quantity of tonnage in the Company's ſervice; in which caſe, when a Commander ſhall happen to die upon or after his ſhip ſhall have performed a fourth voyage, and before liberty given for rebuilding, the bottom of ſuch ſhip ſhall drop.

Item, It is ordained, that if a ſhip ſhall happen to be taken or loſt on her firſt, ſecond, or third voyage, and ſuch capture or loſs ſhall, in the judgment of the Court of Directors, appear to have been unavoidable, the Owners of ſuch ſhip ſhall have the preference of building a new ſhip, without waiting for her turn in rotation.

Item, It is ordained, that no ſhip ſhall hereafter be built for, or employed in the Company's trade to and from the Eaſt-Indies or China, of leſs burthen than 800 tons, builders meaſurement, except ſhips caſually hired for home freights, ſhips the property of the Company, and ſhips already built for the Company's ſervice; nor ſhall ſhips to be ſo employed, except as aforeſaid, be built with timber of ſmaller ſcantling, or with any other materials of leſs dimenſions than thoſe now uſed for ſhips of 800 tons, built with the leave of the Company, and ſo in proportion for ſhips of a larger ſize.

Item, It is ordained, that the Court of Directors ſhall give leave for building each ſhip in time, to allow 18 months from the time of laying the keel to the launching, and in ſuch leave ſhall ſpecify particularly the dimenſions, ſcantlings, thickneſs of plank, and number of guns; provided, that previous to ſuch leave the Owners ſhall conſent to let their reſpective ſhips to the Company, upon each voyage, at as low freight as any other ſhips can be obtained by the Court of Directors, which have been or

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ſhall be conſtructed and fitted in the ſame manner with the regular ſhips of about 800 tons and upwards, at this time employed in the Company's ſervice.

Item, It is ordained, that if any new ſhip or ſhips ſhall be built or taken up on freight for the uſe of the Company, the command of ſuch ſhip or ſhips ſhall be given to Captains out of employ, from their ſhips being worn out; and if there ſhall be no Captain, in that predicament, then to officers properly qualified for a command, under the eſtabliſhed regulations of the ſervice, ſuch perſons reſpectively being found, on enquiry, to have faithfully and honorably diſcharged their duty in their ſeveral ſtations: and the Owners ſhall be reſtrained from removing any Commander after he ſhall have been regularly appointed and confirmed, without giving ſuch reaſons for his removal as ſhall be ſatisfactory to the Court of Directors.

And the queſtions thereon being ſeverally put, they paſſed in the affirmative, ſubject to the confirmation of another General Court.

Vide App. No. 987. The Chairman informed the Court, that the time for which the 39th By-Law was ſuſpended will expire in December next; and as it will be neceſſary to continue the ſuſpenſion of the ſaid By-Law for a longer time, he intends at the next General Court to move the ſuſpenſion of the ſaid By-Law to a further period.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 2d July, 1788.

Vide App. No. 988. On reading a letter from the Honorable William Elphinſtone, John Travers, and T. Pattle, jun. Eſqrs. dated the 26th ult. containing their report of the ſtate of the ſhip Nottingham;

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 8th July, 1788.

The Committee made the following reports to the Court.

Vide App. No. 973. Purſuant to reference of Court of the 12th February laſt, the Committee have conſidered the letter from William Moffat, Eſq. ſignifying that the Owners of the late ſhip Calcutta are willing to build a ſhip on the terms propoſed by the Court (1160 tons) but having a ſhip of 800 tons already built, they requeſt the ſame may be accepted as built on the bottom of the Calcutta; the Committee are of opinion, that as the Court, on the 8th February laſt, came to a reſolution that three ſhips of 1160 tons each, ſhould be built for the ſeaſon 1789, and as only two ſhips of that deſcription have yet had leave to build, the third ſhip cannot be accepted of a leſs burthen, without a ſuſpenſion of the order of Court; but as the new ſhip now offered in the room of the Calcutta has been built purpoſely for the Company's ſervice of the dimenſions and ſcantlings required by the Court for a ſhip of that ſize, that as this ſhip is not calculated for any other ſervice,

and

and if not accepted by the Company, muſt be productive of very conſiderable loſs to the concerned, and as any indulgence of the Court in the preſent inſtance cannot be brought in, as a precedent upon any future occaſion; the Committee therefore, from the ſeveral circumſtances here ſtated, do offer as their opinion, that the order of Court of the 8th February laſt before-mentioned, be ſuſpended for the ſpecial purpoſe of admitting a ſhip of 800 tons in the room of, and with the order of turn in which the Calcutta ſtands to be taken up, ſubject however to the expreſs condition that Mr. Moffat do lay before the Committee on or before the 22d inſt. the conſent of the majority of living Owners for his building on that ſhip's bottom; and that the new ſhip be commanded by Captain William Thomſon.

The Committee having conſidered the memorial of Captain George Thomſon, referred the 7th May laſt, praying that the Court will defer granting leave to Mr. Moffat to build or tender any ſhip in the room of the Calcutta, do report, that as the right of Mr. Moffat, or any other gentleman, to build a ſhip on the Calcutta's bottom, with the permiſſion of the Court of Directors, muſt reſt on the conſent of the majority of living Owners, the Committee apprehend it is unneceſſary to offer any opinion on Captain Thomſon's memorial, unleſs ſupported by the authority before-mentioned. Vide App. No. 982.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 9th July, 1788.

On a motion,

Ordered, That tenders for ſhips to be entertained in the Company's ſervice the enſuing ſeaſon, be received on Wedneſday next, the 16th inſt. and that notice thereof be given agreeably to the draught of a Publication now read and approved, viz.

"East-India Houſe, 9th July, 1788."

"The Court of Directors of the United Company of Merchants of England, trading to the Eaſt-Indies, do hereby give notice: That they are ready to receive propoſals at any time on or before Wedneſday next, the 16th inſt. from any perſons, on what terms and conditions they are willing to let their ſhips to China and all parts of India for the enſuing ſeaſon, to be chartered at builders meaſurement, and the kintledge to be conſidered as part thereof, each propoſal being made by two of the Owners and Captain, in writing, expreſſing therein the tonnage of the ſhips; and that the ſame be ſeverally ſealed up, and left with the Secretary, in order to be laid before the Court."

The Committee of Shipping, in a report dated the 8th inſt. now read, ſubmitting to the Court as their opinion, that the reſolution of Court of the 8th February laſt, be ſuſpended for the ſpecial purpoſe of admitting a ſhip of 800 tons, in the room

of, and with the order of turn in which the Calcutta ſtands to be taken up, ſubject however to the expreſs condition that Mr. William Moffat do lay before the Committee of Shipping, on or before the 22d inſt. the conſent of the majority of living Owners for his building on that ſhip's bottom, and that the new ſhip be commanded by Captain William Thomſon.

Reſolved, That the ſaid report do lie a week for conſideration.

The Committee of Shipping, in another report dated the 8th inſt. now read, ſtating that as the right of Mr. William Moffat, or any other perſon to build a ſhip on the Calcutta's bottom, with the permiſſion of the Court, muſt reſt on the conſent of the majority of living Owners, the Committee apprehend it is unneceſſary to offer any opinion on Captain George Thomſon's requeſt for the Court to defer granting leave to Mr. Moffat to build or tender any ſhip in the room of the Calcutta, unleſs that requeſt be ſupported by the authority before-mentioned.

Reſolved, That this Court do approve the ſaid report.

Vide App. No. 989.

On reading a letter from Mr. Henry Boulton, dated this day, requeſting to be informed, whether he may build a ſhip of 800 tons in the room of the Norfolk, and preſuming that ſhould the Court's determination be for a larger ſhip there can be no doubt of their receiving from him one of about 1160 tons, to be taken up for the preſent ſeaſon.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Friday the 11th July, 1788.

Vide App. No. 989.

Purſuant to reference of Court of the 9th inſt. the Committee conſidered the letter from Henry Boulton, Eſq. requeſting to be informed, whether he may build a ſhip of 800 tons in the room of the Norfolk, and preſuming, that ſhould the Court's determination be for a larger ſhip, there can be no doubt of their receiving one of about 1160 tons, to be taken up for the preſent year; and as the permiſſion to Mr. Boulton for building a ſhip in the room of the Norfolk has never been withdrawn, but was only ſuſpended on the 29th Auguſt, 1787, and then upon no other account than what regarded the ſize of the ſhip, the Committee reported as their opinion, that Mr. Boulton be now permitted to build a ſhip of about 1160 tons for the preſent ſeaſon, ſuch new ſhip to be commanded by Captain Samuel Charles Bonham; and Mr. Boulton laying before this Committee, on or before the 25th inſt. the conſent of the majority of living Owners for his building on that bottom.

AT

AT A COURT OF DIRECTORS,

Held on Friday the 11th July, 1788.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That Henry Boulton, Eſq. be now permitted to build a ſhip of about 1160 tons, for the preſent ſeaſon, in the room of the Norfolk, ſuch new ſhip to be commanded by Captain Charles Bonham; Mr. Boulton laying before the Committee of Shipping, on or before the 25th inſt. the conſent of the majority of living Owners for his building on that bottom.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 16th July, 1788.

The Court, according to order of the 9th inſt. taking into conſideration a report from the Committee of Shipping, dated the 8th inſt.

Reſolved, That the order of Court, of the 8th February laſt, be ſuſpended, for the ſpecial purpoſe of admitting a ſhip of 800 tons, in the room of and with the order of turn in which the Calcutta ſtands to be taken up, ſubject however to the expreſs condition that Mr. William Moffat do lay before the Committee of Shipping, on or before the 22d inſt. the conſent of the majority of living Owners for his building on that ſhip's bottom, and that the new ſhip be commanded by Captain William Thomſon.

On reading a letter from Mr. William Moffat, dated this day, ſignifying that the conſent of the Owners of the Calcutta for his building a new ſhip in her room, has already been laid before the Court, that no alteration has taken place, and that the ſhip is intended to be commanded by Captain William Thomſon; alſo Vide App. No. 990.

Letter from Mr. David Briſtow, for Henry Boulton, Eſq. ſignifying that he ſhall be enabled to deliver in, by the 25th inſt. the written conſent of the majority of the Owners of the late ſhip Norfolk, empowering him to build on that ſhip's bottom. Vide App. No. 991.

Ordered, That the ſaid letters be referred to the conſideration of the Committee of Shipping.

Letter from Meſſrs. Timothy and William Curtis, dated this day, being read, ſignifying that the ſhip Nottingham will be ready to come afloat at any time the Court may order; Vide App. No. 992.

Ordered, That it be referred to the conſideration of the Joint Committee of Correſpondence and Shipping.

On a motion,

Ordered, That the receipt of tenders be poſtponed till Wedneſday next, the 23d inſt.

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AT A COMMITTEE OF SHIPPING,

On Wedneſday the 23d July, 1788.

Vide App. No. 990. Mr. William Moffat having repreſented in his letter of the 16th inſt. referred to this Committee's conſideration by order of Court the ſame day, that the conſent of the Owners of the Calcutta for his building a ſhip in her room, has already been laid before the Court, that no alteration has taken place therein, and that the ſhip is intended to be commanded by Captain William Thomſon; and as Mr. Moffat, on the 18th October, 1785, laid before this Committee, a paper ſigned the 5th of the preceding month by ſeveral living Owners of the late ſhip Calcutta, holding ſhares to the amount of $\frac{1}{3}\frac{7}{2}$, and by the executors of deceaſed Owners to the amount $\frac{4}{3}\frac{}{2}$ more, authorizing Mr. Moffat to build a ſhip in the room of the Calcutta; the Committee reported, that they preſume the Court will confirm the order of the 16th inſt. for permitting the new ſhip, offered by Mr. Moffat, to be tendered in the room of, and with the order of turn in which the late ſhip Calcutta ſtands, to be taken up.

Vide App. No. 545.

Vide App. No. 993. Mr. Ferguſon's report of the progreſs of ſhips building for the Company's ſervice, dated the 16th inſt. was laid before the Committee.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 23d July, 1788.

On a motion,

Vide App. No. 987. Reſolved, That it be recommended to the next General Court, to ſuſpend the 39th By-Law, in order to enable this Court to take up, on freight to China direct, in the courſe of the ſeaſon 1789 and 1790, ſuch ſhips as ſhall have performed four voyages in the Company's ſervice, and ſhall appear, upon examination, to be in a fit condition to perform a fifth voyage, and ſhall be repaired and fitted accordingly, to the ſatisfaction of this Court; provided, that ſuch ſhips ſhall be in rotation according to their arrival in the Downs, and that their order of turn for building do take place from the completion of the fifth voyage.

A report from the Committee of Shipping, dated this day, being read, in which the Committee ſtate that Mr. William Moffat did, on the 18th October, 1785, lay before the Committee a paper ſigned the 5th of the preceding month by ſeveral living Owners of the late ſhip Calcutta, holding ſhares to the amount of $\frac{1}{3}\frac{7}{2}$, and by the executors of deceaſed Owners, to the amount of $\frac{4}{3}\frac{}{2}$ more, authorizing Mr. Moffat to build a ſhip in the room of the Calcutta; the Committee therefore preſume the Court will confirm the order of the 16th inſt. for permitting the new ſhip, offered by Mr. Moffat, to be tendered in the room of, and with the order of turn in which the late ſhip Calcutta ſtands to be taken up.

Reſolved,

Reſolved that this Court do agree in opinion with the ſaid Committee, and that the ſaid order of the 16th inſt. be confirmed accordingly.

On reading a letter from George Mackenzie Macaulay, Eſq. dated the 16th inſt. tendering the ſhip Pitt on the terms thereinmentioned; alſo — Vide App. No. 994.

Letter from Mr. Macaulay, dated this day, further explaining the ſaid tender; and — Vide App. No. 995.

Letter from a majority of Owners of the late ſhip Norfolk, empowering Mr. Henry Boulton to build a new ſhip on her bottom; — Vide App. No. 996.

Ordered, That the ſaid letters be referred to the Committee of Shipping, to examine and report.

The tenders of the following ſhips being now opened, were read, viz. — Vide App. No. 997.

The Sulivan	Captain Robert Pouncy
Middleſex	John Rogers
Ponſborne	James Thomas
Ganges	Joſeph Garnault
Roſe	J. H. Dempſter
General Eliott	Robert Drummond
Buſbridge	Thomas Robertſon
Pigot	George Ballantyne
Henry Dundas	Angus M'Nab
Thetis	Juſtinian Nutt
Vanſittart	Richard Lewin
Earl of Oxford	John White
Houghton	James Monro
New ſhip in the room of the Calcutta	William Thomſon
Berrington	Thomas Ley
King George	George Millett
General Goddard	Thomas Foxall
Europa	Aug. Joſeph Applegath
Royal Admiral	Joſeph Huddart
Rockingham	J. A. Blanſhard
Earl of Mansfield	B. Hepworth
London	John Eaſtabrooke
Walpole	Henry Churchill
Valentine	Thomas Wall
Earl of Cheſterfield	Henry Burges
Laſcelles	R. A. Farrington
Melville Caſtle	Phillip Dundas
Worceſter	John Hall
Earl Fitzwilliam	James Dundas
Fort William	George Simſon
York	J. A. Blanſhard

Vide App. No. 988.

Each ſhip being propoſed to be let at her full builders meaſurement, with 99 men and a boy, and 26 guns, on the following terms of freight, provided peace continues; but in caſe of war, before the ſhips leave England, the Owners expect to have an

advance of freight, adequate to what the inſurance may be, as well as to the advanced price of cordage and other ſtores, viz.

To China direct - - -	£23. 10s. per ton.
St. Helena and China, Bencoolen and China, and Coaſt and China - -	24. 10s.
Bombay - - - -	25. 10s.
Coaſt and Bay - - -	26. 10s.

Vide App. No. 999. New ſhip on the bottom of the

Reſolution - -	Captain James Tod
Norfolk - -	S. C. Bonham
Earl of Sandwich - -	John Wordſworth
Fox - -	J. Blackburne

each ſhip being propoſed to be let at her full builders meaſurment for China, at the freight of £21. per ton, and to all parts of India in the ſame proportion, and ſubject to the ſame terms and conditions as the other regular ſhips of this ſeaſon, with demorage in proportion to the number of men the ſaid ſhips are obliged to carry.

Vide App. No. 1000. The Earl of Wycombe
Marquis of Lanſdown
Lord Walſingham, for the next ſeaſon

To China alone -	at £22. per ton.
Madras and China -	23.
And to other parts -	24.

Vide App. No. 1001. The Admiral Barrington, for another voyage to China, at the freight of £20. per ton, or in the uſual proportion for other ſettlements.

Vide App. No. 1002. The Dover, Captain John Denis, to carry 22 guns, and to be navigated by 86 men, on the following terms, viz.

For China - -	at £18. per ton.
Coaſt and China -	19.
Coaſt and Bay -	
Bombay - -	

the demorage, and in all other reſpects, in proportion as her ſize is to the tonnage of the regular ſhips in the ſervice.

Vide App. No. 1003. The Lanſdown, Captain William Storey, with 76 men and 20 guns, propoſed to be let at her full builders meaſurement to India or China, for the enſuing ſeaſon, on the ſame terms and conditions, in every reſpect, as the Owners of the Earl of Wycombe may tender that ſhip for her next voyage, engaging, on her arrival in England, that ſhe ſhall be fitted and furniſhed, in every reſpect, to the ſatisfaction of the Company's inſpecting officers.

Vide App. No. 1004. Letter from Mr. Alexander Hume, dated the 15th inſt. being read, ſtating that as the ſhip Earl of Mansfield appears upon a ſurvey to be in a fit condition to perform a fifth voyage, the Owners, deſirous to avail themſelves of a reſolution of the Honorable Court in March, 1786, have accordingly tendered her for the ſervice of the preſent ſeaſon; alſo

Vide App. No. 1005. Letter from Mr. William Dent, dated the 16th inſt. ſtating that the Owners of the ſhip building in the room of the Earl of Sandwich,

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wich, having ſent in a tender of that ſhip for the Company's ſervice, he is directed to obſerve, that unleſs it ſhould be abſolutely neceſſary, from the tonnage the Court may want, that ſhe ſhould go out this ſeaſon, it would be more agreeable to the Owners that ſhe ſhould be permitted to ſtand over till next ſeaſon, by which means the ſhip will have the opportunity of ſtanding in her frame ſome months, and which delay the Owners conceive will ultimately be highly beneficial to her; and further expreſſing a hope, that ſhould this plan be honored with the Court's approbation, ſhe may be conſidered as the firſt new ſhip in turn for the year 1789; and

Letter from Mr. J. Fiott, dated this day, requeſting the Court to include, among the ſhips to be taken up for this ſeaſon, the ſhip Belvedere, Captain William Greer, which is hourly expected from China, and which he hopes will arrive in time to be in the number wanted, according to rotation. Vide App. No. 1006.

Ordered, That the ſaid tenders and letters be referred to the Committee of Shipping, to report what freight it will be proper to give for the ſhips of the enſuing ſeaſon.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 24th July, 1788.

The Committee taking into conſideration the ſeveral references of Court of the 16th and 23d inſt. reported their opinion thereon as follows, viz.

Purſuant to reference of Court of the 23d inſt. the Committee have conſidered the letter from William Dent, Eſq. repreſenting that unleſs it is abſolutely neceſſary, from the tonnage wanted by the Company, that the new ſhip in the room of the Earl of Sandwich ſhould go out this ſeaſon, it would be more agreeable to the Owners that the ſhip ſhould ſtand over till next ſeaſon, and requeſting, in that caſe, that ſhe may ſtand the firſt in turn of the new ſhips of the year 1789, and are of opinion Mr. Dent's requeſt be complied with. Vide App. No. 1005.

The Committee having conſidered the references of Court of the 16th and 23d inſt. on the letter from Henry Boulton, Eſq. reſpecting his building on the bottom of the Norfolk; alſo the conſent of the majority of living Owners holding ſhares to the amount of $\frac{9}{12}$ in the old ſhip, for Mr. Boulton's building a ſhip in her room, the Committee preſume the Court will confirm their order of the 11th inſt. for Mr. Boulton's building a ſhip accordingly. Vide App. No. 991. No. 996.

The Committee having taken into conſideration the reference of Court of the 23d inſt. on the ſeveral tenders then preſented to the Court, do offer as their opinion, that the new ſhips in the room of the Norfolk, Fox, and Reſolution; alſo, the ſhips Nottingham, Belvedere, Earl of Wycombe, Marquis of Lanſdown, and Lord Walſingham, or ſuch of them as ſhall be in order of turn Vide App. No. 997. No. 1003.

turn for this ſeaſon, be taken up on the terms reſpectively agreed on by the Court, when the Owners of thoſe ſhips obtained the Court's permiſſion to build, being as follows, viz.

For the three new ſhips - at £21. per ton.
And for the others - - 22.

to China direct, and in the uſual proportion to other parts, the large ſhips carrying men according to their tonnage, as ſettled by the Court on the 14th February, 1787, and the demorage being encreaſed beyond that of a ſhip of 800 tons, in proportion to the encreaſed number of men.

The Committee further offer, as their opinion, that all the other ſhips in general be taken up upon the ſame terms and conditions, in every reſpect, as thoſe of laſt year, the freights being as follows, viz.

To China direct - -	£23. 10s. per ton.
St. Helena and China Bencoolen and China Coaſt and China Bombay and China St. Helena and Bencoolen	24. 10s.
Bombay - - Bengal and Bencoolen -	25. 10s.
Coaſt and Bay - -	26. 10s.

Vide App. No. 1004. Purſuant to reference of Court of the 23d inſt. the Committee have conſidered the letter from Alexander Hume, Eſq. repreſenting that as the Earl of Mansfield appears to be in a fit condition, the Owners have tendered her for a fifth voyage, and the Committee are of opinion, that agreeably to the order of Court of the 16th March, 1786, ſhe be taken up for a voyage to China direct, provided ſhe is repaired and fitted to the ſatisfaction of the Company's officers.

Vide App. No. 997. The Owners of the ſhip Laſcelles, which has performed four voyages, having tendered her on the 23d inſt. for a fifth voyage, the Committee are of opinion, that under the order of Court of the 16th March, 1786, ſhe be taken up for a fifth voyage to China direct, the ſhip being repaired and fitted to the ſatisfaction of the Company's officers.

Vide App. No. 1006. The Committee having taken into conſideration the reference of Court of the 23d inſt. on a letter from John Fiott, Eſq. requeſting that the ſhip Belvedere may be taken up this ſeaſon, are of opinion, that the ſhip Belvedere will be entitled to be taken up according to the order of turn in which ſhe may arrive in the Downs.

AT A COMMITTEE OF SHIPPING,

On Friday the 25th July, 1788.

Vide App. No. 994. The following report was made to the Court, viz.

Purſuant to reference of Court of the 23d inſt. the Committee have conſidered the tender of the ſhip Pitt, by George M. Macaulay,

caulay, Eſq. Sole Owner, for a voyage to India or China, on the terms therein-mentioned; alſo a letter from that gentleman, dated the 23d inſt. in explanation of his tender of the 16th inſtant. The Committee have alſo read the reſolution of Court of the 12th December laſt, founded upon a report of a Committee of the whole Court, reſpecting the repeated applications of Mr. Macaulay, for that ſhip being taken up again; the Committee upon the whole, are clearly of opinion, that the ſhip Pitt was upon a former voyage conſidered as an extra ſhip, and taken up for one voyage only, and upon this principle Mr. Macaulay has no further claim upon the Court; but as the Pitt (originally the Fortitude) was built purpoſely for the Company's employ, and is not calculated for any other; that if ſhe is not again received into the ſervice, it muſt inevitably be attended with a conſiderable loſs to Mr. Macaulay, and as any favor conferred in the preſent inſtance cannot be brought forward as a precedent, as there is no other ſhip under the ſame predicament, the Committee for theſe ſeveral reaſons are induced to recommend, as a matter of particular indulgence in the Court, that the ſhip Pitt be taken up as one of the ſhips for the exports of the preſent ſeaſon, provided the generality of the Managing Owners do not feel themſelves aggrieved under the idea of its breaking in upon any compact they may have entered into with the Company for this ſeaſon; that ſhe be employed this one voyage, but no more; that the terms upon which ſhe ſhould be ſo employed, be at the rate of £22. per ton to China direct, and to other parts in the uſual proportions, and in all other reſpects upon the ſame terms as the other ſhips of 750 to 800 tons; at the ſame time that the Committee offer theſe ſentiments, they are not unmindful of the By-Laws which now lay for confirmation, to ſecure, under certain conditions, the rotation of the regular ſhips; it is far from the Committee's intentions to recommend any meaſure that ſhall appear to infringe upon thoſe By-Laws, and they hope when the Managing Owners are informed of the grounds upon which the Committee have proceeded, that they will conſider them in a favorable light, and not object, under the particular circumſtances of the caſe, to the recommendations which the Committee now ſubmit to the determination of the Court.

Vide App. No. 995.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 30th July, 1788.

Three reports from the Committee of Shipping, dated the 24th inſt. being read,

Reſolved, That the order of this Court of the 11th inſt. for Henry Boulton, Eſq. building a ſhip on the bottom of the Norfolk be confirmed, the conſent of the majority of living Owners for his building having been produced.

Reſolved, That agreeably to the requeſt of William Dent, Eſq. the new ſhip in the room of the Earl of Sandwich do ſtand the firſt in turn of the new ſhips of the year 1789.

Reſolved, That the new ſhips in the room of the Norfolk, Fox, and Reſolution; alſo the ſhips Nottingham, Belvedere, Earl of Wycombe, Marquis of Lanſdown, and Lord Walſingham, or ſuch of them as ſhall be in order of turn for this ſeaſon, be taken up on the terms reſpectively agreed on by this Court, when the Owners of thoſe ſhips obtained the Court's permiſſion to build, being as follows, viz.

For the three new ſhips - at £21. per ton.
And for the others - 22.

to China direct, and in the uſual proportion to other parts; the large ſhips carrying men according to their tonnage as ſettled by the Court on the 14th of February, 1787, and the demorage being encreaſed beyond that of a ſhip of 800 tons in proportion to the encreaſed number of men.

That all the other ſhips in general be taken up on the ſame terms and conditions, in every reſpect, as thoſe of laſt year, the freights being as follows, viz.

To China direct - -	£23. 10s. per ton.
St. Helena and China Bencoolen and China Coaſt and China Bombay and China St. Helena and Bencoolen	24. 10s.
Bombay - - Bengal and Bencoolen	25. 10s.
Coaſt and Bay - -	26. 10s.

On a motion,

Ordered, That it be referred to the Committee of Correſpondence, to conſider the number of ſhips proper to be taken up for the Company's ſervice the enſuing ſeaſon, and to report.

Three other reports from the Committee of Shipping, dated the 24th inſt. being read,

Reſolved, That agreeably to the order of Court of the 16th March, 1786, the ſhip Earl of Mansfield be taken up for a voyage to China direct, provided ſhe is repaired and fitted to the ſatisfaction of the Company's officers.

Reſolved, That under the order of Court of the 16th March, 1786, the Ship Laſcelles be taken up for a fifth voyage to China direct, the ſhip being repaired and fitted to the ſatisfaction of the Company's officers.

Reſolved, That the ſhip Belvedere will be entitled to be taken up according to the order of turn in which ſhe may arrive in the Downs.

The Committee of Shipping, in a report dated the 25th inſt. now read, ſtating their reaſons for recommending, as a matter of particular indulgence in the Court, that the ſhip Pitt be taken up as one of the ſhips for the exports of the preſent ſeaſon; that ſhe be employed this one voyage, but no more; that the terms

upon

upon which ſhe ſhould be ſo employed be at the rate of £22. per ton to China direct, and to the other parts in the uſual proportions; and, in all other reſpects, upon the ſame terms as the other ſhips of 750 to 800 tons.

Reſolved, That the ſaid report be recommitted.

AT A COMMITTEE OF CORRESPONDENCE,

The 30th July, 1788.

Purſuant to a referenee of Court of this day, the Committee took into conſideration the proper number of ſhips to be entertained.

And the Committee offer it to the Court, as their opinion, that 31 ſhips, including the Company's ſhip Britannia, be entertained for the enſuing ſeaſon.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 30th July, 1788.

The Committee made the following report to the Court;

The Court having this day recommitted the report from this Committee on the 25th inſt. on the ſeveral applications from Mr. Macaulay, reſpecting the ſhip Pitt; the Committee, upon reconſidering the ſame, beg leave to ſtate, that the conſiderations of advantage to the Company in the abatement of 30ſ. per ton freight, on a ſhip built purpoſely for the ſervice, and the loſs which the Owner muſt experience if not again employed, are the motives which induced the Committee to recommend that ſhe ſhould be taken up for one voyage, but no more; but in ſo doing the Committee would not wiſh to have it underſtood that they are averſe to the object of the preſent By-Laws to ſecure the rotation of the ſhips which now lay for the confirmation of the next General Court of Proprietors; but, on the contrary, it appears to this Committee, under all the circumſtances of the caſe, that it would become the liberality of the Court to carry with it the acquieſcence of the majority of the Managing Owners.

The Committee have further to offer, as their opinion, that ſhould the Court think proper to entertain the ſhip Pitt for one voyage in the Company's ſervice, ſhe be taken up as one of the ſhips for the preſent ſeaſon at a freight of £22. to China, and in the uſual proportions to other parts, and in all other reſpects on the ſame terms and conditions as the ſhips of 750 to 800 tons burthen.

AT

AT A COURT OF DIRECTORS,

Held on Wedneſday the 30th July, 1788.

A report from the Committee of Correſpondence, dated this day, being read,

Reſolved, That 31 ſhips, including the Company's ſhip Britannia, be entertained for the enſuing ſeaſon.

The Committee of Shipping, in a report dated this day, ſtating (that they have reconſidered the report recommitted to them this day) that the conſiderations of advantage to the Company in the abatement of 30s. per ton freight on a ſhip built purpoſely for the ſervice, and the loſs which the Owner muſt experience, if not again employed, are the motives which induced the Committee to recommend that the ſhip Pitt ſhould be taken up for one voyage, but no more; but in ſo doing the Committee would not wiſh to have it underſtood that they are averſe to the object of the preſent By-Laws, to ſecure the rotation of the ſhips which now lie for the confirmation of the next General Court of Proprietors; but, on the contrary, it appears to the Committee, under all the circumſtances of the caſe, that it would become the liberality of the Court to carry with it the acquieſcence of the majority of the Managing Owners; the Committee further offering, as their opinion, that ſhould the Court think proper to entertain the ſhip Pitt for one voyage in the Company's ſervice, ſhe be taken up as one of the ſhips for the preſent ſeaſon at the freight of £22. to China, and in the uſual proportions to other parts, and in all other reſpects on the ſame terms and conditions as the ſhips of 750 to 800 tons burthen.

Reſolved, That this Court do agree in opinion with the ſaid Committee.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 6th Auguſt, 1788.

Vide App. No. 1007. Letter from Robert Preſton, Eſq. dated the 5th inſt. being read, ſignifying in reply to the Secretary's letter of the 1ſt inſt. reſpecting the ſhip Pitt, that the Managing Owners of Shipping beg leave to wave all diſcuſſion upon the ſubject, and are unanimouſly of opinion, that they cannot, conſiſtently with the duty they owe to the Owners at large, accede to the taking up an extra ſhip to the excluſion of the regular ſhips, expreſsly built for the purpoſe of carrying on the commerce of the Eaſt-India Company;

It was moved, and

Reſolved by the ballot, That the ſhip Pitt be taken up for a voyage to India or China.

AT

AT A COMMITTEE OF CORRESPONDENCE,

The 6th Auguſt, 1786.

The Committee ſubmit to the Court, as their opinon, that one more ſhip for China be taken up for the enſuing ſeaſon, in addition to the number agreed on the 30th ult.

The Committee further ſubmit to the Court, as their opinion, that the following ſhips be taken up for the Company's ſervice the enſuing ſeaſon, viz.

The General Goddard -	Captain Thomas Foxall
Melville Caſtle -	Philip Dundas
Pigot - -	George Ballantyne
Berrington - -	Thomas Ley
Buſbridge - -	Thomas Robertſon
Roſe - -	J. H. Dempſter
Earl of Cheſterfield	Henry Burges
Houghton - -	James Monro
Earl of Oxford -	John White
Thetis - -	Juſtinian Nutt
General Eliott -	Robert Drummond
Fort William -	Goorge Simſon
Ponſborne - -	James Thomas
London - -	John Eaſtabrooke
Pitt - -	
Britannia - -	Edward Cumming
Valentine - -	Thomas Wall
Europa - -	Aug. J. Applegath
Sulivan - -	Robert Pouncy
New ſhip (Fox) -	John Blackburn
Ditto (Reſolution)	James Tod
Nottingham - -	
Rockingham - -	John A. Blanſhard
New ſhip (Norfolk)	Charles Bonham
Vanſittart - -	Richard Lewin
Ganges - -	Joſeph Garnault
Middleſex - -	John Rogers
Earl of Mansfield	Brodie Hepworth
Earl of Wycombe	
Laſcelles - -	R. A. Farington
King George - -	George Millett
Walpole - -	Henry Churchill

AT A COURT OF DIRECTORS,

Held on Wednerſday the 6th Auguſt, 1788.

Two reports from the Committee of Correſpondence, dated this day, being read,

Reſolved, That one more ſhip for China be taken up for the enſuing ſeaſon, in addition to the number agreed on the 30th ultimo.

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Reſolved by the ballot, That the following ſhips be taken up for the Company's ſervice the enſuing ſeaſon:

The General Goddard -	Captain Thomas Foxall
Melville Caſtle -	Philip Dundas
Pigot - -	George Ballantyne
Berrington - -	Thomas Ley
Buſbridge - -	Thomas Robertſon
Roſe - -	J. H. Dempſter
Earl of Cheſterfield	Henry Burges
Houghton - -	James Monro
Earl of Oxford -	John White
Thetis - -	Juſtinian Nutt
General Eliott -	Robert Drummond
Fort William -	George Simſon
Ponſborne - -	James Thomas
London - -	John Eaſtabrooke
Pitt - -	
Britannia - -	Edward Cumming
Valentine - -	Thomas Wall
Europa - -	Aug. Joſeph Applegath
Sulivan - -	Robert Pouncy
New ſhip (Fox) -	John Blackburn
Ditto (Reſolution)	James Tod
Nottingham - -	
Rockingham -	J. A. Blanſhard
New ſhip (Norfolk)	Charles Bonham
Vanſittart - -	Richard Lewin
Ganges - -	Joſeph Garnault
Middleſex - -	John Rogers
Earl of Mansfield -	B. Hepworth
Earl of Wycombe	
Laſcelles - -	R. A. Farington
King George -	George Millett
Walpole - -	Henry Churchill

Vide App. No. 1008, 1009.

On reading the requeſt of Henry Hinde Pelly, Eſq. that the ſhip King George may be ſurveyed without ripping off her ſheathing;

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 26th Auguſt, 1788.

Vide App. No. 988.

The Committee taking into conſideration the reference of Court of the 2d July laſt, on the letter from the Honorable William Elphinſtone, John Travers, and Thomas Pattle, jun. Eſqrs. adviſing the ſtate of the ſhip Nottingham.

Mr. Stockwell was called in and examined as to the condition of the goods received by the Notingham, when he informed the Committee, that the cargo turned out as well, and the damage was as trifling, by this ſhip, as by any arrived from China.

Captain

Captain Oliver and Captain Coggan were likewiſe examined on ſome points reſpecting the ſtate of the ſhips from China; and

Captain Anderſon having been examined reſpecting the ſtowage of the Nottingham in general, and the number of men belonging to her on her daparture from England, and alſo from China, the Committee reported the reſult of their enquiry to the Court as follows, viz.

That it appears to this Committee, from the ſeveral documents and other information which have been laid before them, that this ſhip's cargo has been delivered in as good condition as that of the generality of other ſhips, which circumſtance may be attributed to her early diſpatch from China, and a remarkable good paſſage home; but notwithſtanding the great advantages which muſt have reſulted to the Company in the ſafe arrival of this ſhip from the large quantity of goods at half freight, the Committee cannot think it adviſeable to adopt the ſtowage of ſhips to the extent this has been carried, for it appears from the report of the ſtate of the ſhip from the above Gentlemen of the Direction, and from the Maſter-Attendant and his Aſſiſtant, that the people muſt have been very indifferently birthed, and many inconveniencies muſt have been the conſequence of a part of the cargo, all the cables, and the greateſt part of the proviſions and water being ſtowed upon the gun-deck, at the ſame time that ſeveral of the guns were ſtruck down below, and ſtore-rooms were built upon the upper-deck; and the Committee are not without their apprehenſions, that if the Nottingham had been expoſed to an enemy, or met with a heavy gale of wind, her ſituation muſt have been very critical.

It further appears to the Committee, that the ſhip, when ſhe ſailed from England, was five men ſhort of her complement; but this was owing, as Captain Anderſon informs the Committee, to an accidental circumſtance, and that he had not an opportunity of replacing them before the ſhip ſailed; it likewiſe appears that the Nottingham had only 104 men, when ſhe ſailed from China, inſtead of her complement of 127; but Captain Anderſon, in his juſtification, has produced to the Committee the written inſtructions from the Owners, expreſsly forbidding his entering any Chineſe, while he had 100 men left belonging to the ſhip.

It alſo appears, that the manner in which the ſhip was loaded at Canton, was preciſely conformable to the orders of his Owners, which have likewiſe been laid before the Committee, but how far the Owners are juſtified in premeditatedly giving orders to Captain Anderſon before ſhe ſailed from England, which muſt operate in direct contradiction to the Charter-Party and the Court's inſtructions, are points which the Committee beg leave to ſubmit to the deciſion of the Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 27th Auguſt, 1788.

The Committee of Shipping, in a report dated the 26th inſt. now read, ſtating to the Court, as their opinion, that the cargo

of the ſhip Nottingham has been delivered in as good condition as that of the generality of other ſhips, which circumſtance may be attributed to her early diſpatch from China, and a remarkable good paſſage home; but notwithſtanding the great advantages which muſt have reſulted to the Company in the ſafe arrival of this ſhip, from the large quantity of goods at half freight, the Committee cannot think it adviſeable to adopt the ſtowage of ſhips to the extent this has been carried, as the Committee are not without their apprehenſions, that if the Nottingham had been expoſed to an enemy, or met with a heavy gale of wind, her ſituation muſt have been very critical. The Committee alſo ſtating, among other circumſtances, that the Nottingham had only 104 men when ſhe ſailed from China, inſtead of her complement of 127; but Captain Anderſon has produced to the Committee the written inſtructions from the Owners, expreſsly forbidding his entering any Chineſe while he had 100 men left belonging to the ſhip.

That it alſo appears that the manner in which the ſhip was loaded at Canton, was preciſely conformable to the orders of the Owners, which have likewiſe been laid before the Committee, but that how far the Owners are juſtified in premeditatedly giving Orders to Captain Anderſon, before he ſailed from England, which muſt operate in direct contradiction to the Charter-Party and the Court's inſtructions, are points which the Committee beg leave to ſubmit to the diciſion of the Court.

Reſolved, That this Court do approve the ſaid report.

Ordered, That it be referred to the Company's Law-Officers to conſider of the proper mode of proceeding againſt the Owners of the Nottingham, in conſequence of their breach of Charter-Party.

AT A GENERAL COURT

Of the United Company of Merchants of England, trading to the East-Indies,

Held on Wedneſday the 24th Septmber, 1788.

The Chairman informed the Court, that it is appointed at this Court to confirm the following By-Laws:

Item, With reſpect to the freighted ſhips in the Company's ſervice, it is ordained, that the ſhip which hath been, or ſhall be firſt worn out or condemned, ſhall be the firſt rebuilt and employed, and ſo in rotation, unleſs it ſhall appear neceſſary in the opinion of the Court of Directors to reduce the quantity of tonnage in the Company's ſervice, in which caſe, when a Commander ſhall happen to die, upon or after his ſhip ſhall have performed a fourth voyage, and before liberty given for rebuilding, the bottom of ſuch ſhips ſhall drop.

Item, It is ordained, that if a ſhip ſhall happen to be taken or loſt on her firſt, ſecond, or third voyage, and ſuch capture or loſs ſhall, in the judgment of the Court of Directors, appear to have been unavoidable, the Owners of ſuch ſhip ſhall have the preference of building a new ſhip, without waiting for her turn in rotation.

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Item, It is ordained, that no ſhip ſhall hereafter be built for, or employed in the Company's trade to and from the Eaſt-Indies or China, of leſs burthen than 800 tons, builders meaſurement, except ſhips caſually hired for home freights, ſhips the property of the Company, and ſhips already built for the Company's ſervice; nor ſhall ſhips to be ſo employed, except as aforeſaid, be built with timber of ſmaller ſcantling, or with any other materials of leſs dimenſions than thoſe now uſed for ſhips of 800 tons, built with the leave of the Company, and ſo in proportion for ſhips of a larger ſize.

Item, It is ordained, that the Court of Directors ſhall give leave for building each ſhip in time, to allow 18 months from the time of laying the keel to the launching, and in ſuch leave ſhall ſpecify particularly the dimenſions, ſcantlings, thickneſs of plank, and number of guns; provided, that previous to ſuch leave the Owners ſhall conſent to let their reſpective ſhips to the Company, upon each voyage, at as low a freight as any other ſhips can be obtained by the Court of Directors, which have been or ſhall be conſtructed and fitted in the ſame manner with the regular ſhips of about 800 tons and upwards, at this time employed in the Company's ſervice.

Item, It is ordained, that if any new ſhip or ſhips ſhall be built or taken up on freight for the uſe of the Company, the command of ſuch ſhip or ſhips ſhall be given to Captains out of employ, from their ſhips being worn out; and if there ſhall be no Captain, in that predicament, then to officers properly qualified for a command, under the eſtabliſhed regulations of the ſervice, ſuch perſons reſpectively being found, on enquiry, to have faithfully and honorably diſcharged their duty in their ſeveral ſtations: and the Owners ſhall be reſtrained from removing any Commander after he ſhall have been regularly appointed and confirmed, without giving ſuch reaſons for his removal as ſhall be ſatisfactory to the Court of Directors.

And the queſtion thereon being put ſeparately, they were confirmed accordingly.

The Chairman acquainted the Court, that it is appointed at this Court to conſider of a further ſuſpenſion of the 39th By-Law for a longer term, ſubject to the confirmation of a future General Court.

The following reſolution, of a Court of Directors, of the 23d July laſt, was read,

"Reſolved, That it be recommended to the next General Court, "to ſuſpend the 39th By-Law, in order to enable this Court to "take up, on freight to China direct, in the courſe of the ſeaſons "1789 and 1790, ſuch ſhips as ſhall have performed four voyages "in the Company's ſervice, and ſhall appear, upon examination, "to be in a fit condition to perform a fifth voyage, and ſhall be "repaired and fitted accordingly, to the ſatisfaction of the Court; "provided, that ſuch ſhips ſhall be in rotation according to their "arrival in the Downs, and that their order of turn for building "do take place from the completion of the fifth voyage."

And the queſtion thereon being put,

Reſolved, That the 39th By-Law be ſuſpended for the ſeaſons 1789 and 1790, ſubject to the confirmation of a future General Court.

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AT A COURT OF DIRECTORS,

Held on Thurſday the 25th September, 1788.

Vide App. No. 1010. On reading a letter from Robert Preſton, Eſq. dated the 18th inſt. requeſting the Court to reconſider their reſolution of 8th February, reſpecting the turn of the ſhip Southampton;

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 8th October, 1788.

Vide App. No. 1011. The Solicitor's report, reſpecting the cargo of the ſhip Nottingham, being read,

Ordered, That it be referred to the conſideration of the Committee of Shipping.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 29th October, 1788.

Vide App. No. 1012. On reading a letter from Mr. David Briſtow, requeſting the Court will reconſider that part of the Warley's Charter-Party which relates to the time of the ſhip entering on demorage;

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

Vide App. No. 1013. On reading a letter from Meſſrs. T. and W. Curtis, dated the 25th inſt. offering to exculpate themſelves from an idea entertained of their having, as Managing Owners of the Notingham, premeditatedly given inſtructions to Captain Anderſon, which militated againſt the Company's inſtructions, and in direct violation of the Charter-Party.

Ordered, That it be referred to the conſideration of the Committee of Shipping.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 11th November, 1788.

Vide App. No. 1011. The opinion of the Company's Solicitor, dated the 3d ult. on the proper mode of proceeding againſt the Owners of the Nottingham, in conſequence of their breach of Charter-Party; and

Vide App. No. 1013. Letter from Meſſrs. Timothy and William Curtis, dated the 25th of laſt month, offering to exculpate themſelves from an idea entertained of their having premeditatedly given inſtructions to Captain Anderſon, which militated againſt the Company's orders, were read.

Vide App. No. 1010. The Committee conſidered the reference of Court of the 29th ult. on a letter from Mr. David Briſtow, requeſting the Court will reconſider that part of the Warley's Charter-Party which re-

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lates to the time of the ſhip entering on demorage after her arrival in India, and the Committee reported as their unanimous opinion, that as the Warley was taken up on the ſame terms and conditions as the large ſhips of laſt ſeaſon, no alteration can be made in the time of the commencement of the demorage.

AT A COURT OF DIRECTORS,

Held on Tueſday the 11th November, 1788.

The Committee of Shipping in a report, dated this day, now read, offering to the Court their unanimous opinion, that as the Warley was taken up on the ſame terms and conditions as the large ſhips of laſt ſeaſon, no alteration can be made in the time of the commencement of the demorage.

Reſolved, That this Court do agree in opinion with the ſaid Committee.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 19th November, 1788.

Purſuant to reference of Court of the 6th Auguſt laſt, the Committee conſidered the letter from Henry Hinde Pelly, Eſq. requeſting that the ſhip King George may be ſurveyed without ripping off her ſheathing, and encloſing, in ſupport of ſuch claim, a letter from Mr. John Perry and Co. ſtating that on a ſurvey of that ſhip by the Company's officers and themſelves, the copper ſheathing was found to be little worn, and conſidering that the ſaid ſhip has been built only four years, and that three or four ſtrakes of ſheathing under the wales were new upon her laſt repairs, they are of opinion, that it is not neceſſary to ſtrip off the copper for the preſent intended voyage; and Mr. Snodgraſs, on being examined by the Committee, having concurred in the above repreſentation and opinion, the Committee recommended to the Court, that Mr. Pelly's requeſt be complied with. Vide App. No. 1008, 1009.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 19th November, 1788.

On reading the requeſt of William Money, Eſq. for leave to build on the bottom of the ſhip True Briton; Vide App. No. 1014.

Ordered, That the ſaid report be referred to the Committee of Shipping, to examine and report.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That permiſſion be given for the ſhip King George, to be repaired without ripping off her ſheathing.

AT

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 26th November, 1788.

Vide App. No. 1011. No. 1013. The Committee reſuming the conſideration of the Solicitor's opinion, reſpecting the ſhip Nottingham; alſo the letter from Timothy and William Curtis, Eſqrs. on the ſame ſubject, which were read in the Committee on the 11th inſt. Mr. Alderman Curtis was, agreeably to his deſire, called in and heard thereon; and in the courſe of the converſation the Alderman aſſured the Committee, it was the wiſh of the Owners that the ſhip ſhould have had her full complement of men both outward and homeward bound; and that the circumſtance of Captain Anderſon being forbid by his inſtructions to ſhip Laſcars or Chineſe, having 100 men on board, he declared, upon his honor, was not intentional, but owing to the ſingle circumſtance of his having accidentally omitted to correct the figures 100 in the printed inſtructions.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 26th November, 1788.

Vide App. No. 1015. On reading a letter from Henry Boulton, Eſq. dated the 21ſt inſt. requeſting an alteration in ſome parts of the Warley's Charter-Party.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 3d December, 1788.

Vide App. No. 1015. The Committee having, in purſuance of the reference of Court of the 26th ult. taken into conſideration the letter from Henry Boulton, Eſq. repreſenting that the Warley is not by Charter-Party upon the ſame conditions, in reſpect to ſtowage, as the large ſhips of laſt year, reported, as their opinion, that the cargo of the Warley from Canton, be ſtowed preciſely in the ſame manner as the large ſhips of laſt ſeaſon, which were permitted to ſtow teas on the lower deck, from the ſtern as far forward as the after-part of the well, and from the fore-part of the main-hatchway to the after-part of the fore-hatchway, ſtrong and ſufficient bulk-heads being carried up from ſide to ſide on the after-part of the well, the fore-part of the main-hatchway and after-part of the fore-hatchway; every part of the deck, where goods are to be ſtowed being ſufficiently dunnaged with billet-wood, or with battens of one inch and a half thick, with ſuch other precautions as, in the diſcretion of the Commander, may appear neceſſary.

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AT A COURT OF DIRECTORS,

Held on Wedneſday the 3d December, 1788.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the ſhip Warley be allowed to ſtow her cargo, from Canton, preciſely in the ſame manner as the large ſhips of laſt ſeaſon, which were permitted to ſtow teas on the lower deck from the ſtern as far forward as the after-part of the well, and from the fore-part of the main-hatchway to the after-part of the fore-hatchway, ſtrong and ſufficient bulk-heads being carried up from ſide to ſide on the after-part of the well, the fore-part of the main-hatchway and after-part of the fore-hatchway; every part of the deck where goods are to be ſtowed being ſufficiently dunnaged with billet-wood, or with battens of one inch and a half thick, with ſuch other precautions as in the diſcretion of the Commander may appear neceſſary.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 17th December, 1788.

On reading the requeſt of Captain William Fraſer, that the ſhip Ocean may be ſtowed in the ſame manner as the Warley, and the large ſhips of laſt ſeaſon, Vide App. No. 1016.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND, TRADING TO THE EAST-INDIES,

Held on Wedneſday the 17th December, 1788.

The Deputy Chairman acquainted the Court, that it is appointed at this Court to confirm the ſuſpenſion of the 39th By-Law for a longer term. Vide App. No. 987.

It was then moved, and on the queſtion being put,

Reſolved, That this Court doth confirm the ſuſpenſion of the 39th By-Law, for the ſeaſons 1789 and 1790.

AT A COMMITTEE OF SHIPPING,

On Friday the 19th December, 1788.

Letter from Timothy and William Curtis, Eſqrs. dated the 28th ult. was read, ſubmitting to the Committee's conſideration the clauſes in the draft of the Charter-Party of the Nottingham, which in their opinion differ materially from the terms on which that ſhip was taken up. Vide App. No. 1017.

The following papers, were read, viz.

Vide App. No. 663. Letter from Mr. James Jones, dated the 11th May, 1786.

Minute of the Committee of the whole Court on the ſame, on the 30th of that month.

Vide App. No. 679. Letter from Mr. Robert Thompſon, dated 30th May, 1786.

Minute of the Committee of the whole Court thereon, the ſame day.

Vide App. No. 688. Letter from Mr. Robert Thompſon, dated the 31ſt May, 1786.

Minute of Court thereon, the ſame day.

Vide App. No. 1018. And the Solicitor attending the Committee, prepared a caſe for the opinion of council on this buſineſs, which being read and approved, the Committee reported their proceedings to the Court, as follows, viz.

The Committee having taken into conſideration the papers reſpecting the Nottingham, which were referred the 8th and 29th of October laſt; and having alſo heard Mr. Alderman Curtis thereon, and conſidered a letter to this Committee, containing his objections to the preſent Charter-Party, the Committee judged it neceſſary to have the opinion of Council on the ſeveral points; and the Company's Solicitor, under this Committee's inſtructions and approbation, has prepared a ſtate of the caſe accordingly.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 23d December, 1788.

Vide App. No. 1016. The Committee having conſidered the requeſt of William Fraſer, Eſq. that the ſhip Ocean may be ſtowed in the ſame manner as the Warley, and the large ſhips of laſt ſeaſon, reported, as their opinion, that Mr. Fraſer's requeſt be complied with.

AT A COURT OF DIRECTORS,

Held on Tueſday the 23d December, 1788.

The Committee of Shipping, by a report dated the 19th inſt. now read, ſubmitting to the Court a ſtate of the caſe reſpecting the ſhip Nottingham, prepared for the opinion of Council, by the Company's Solicitor, under the inſtructions and approbation of the Committee.

Vide App. No. 1018. The ſame was read and approved.

A report from the ſaid Committee, dated this day, being read,

Reſolved, That permiſſion be given for the ſhip Ocean being ſtowed in the ſame manner as the Warley, and the large ſhips of laſt ſeaſon.

AT

AT A COMMITTEE OF SHIPPING,

On Friday the 2d January, 1789.

The opinion of the Company's Standing Council on the caſe, which was approved by the Committee, on the 19th ult. reſpecting the ſhip Nottingham, was read. Vide App. No. 1018.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 8th January, 1789.

The Committee having taken into further conſideration the ſeveral papers reſpecting the objections of the Owners of the Nottingham to ſigning that ſhip's Charter-Party, and having had the opinion of the Company's Standing Council on a caſe ſtated by the Solicitor, as noticed in a report from this Committee on the 19th of laſt month. Vide App. No. 1017, No. 1018.

The Committee reported, as their opinion, to the Court, that the demorage be allowed to commence from the expiration of four months after the ſhip's arrival in India; that the time of the ſhip's arrival at Graveſend be conſidered to commence from the day of her actual arrival there; that ſhe be appointed to remain there 20 days, and in the Downs 10 days; and that the Nottingham's Charter-Party be filled up in other reſpects (freight and the rate of demorage excepted) the ſame as other ſhips of this ſeaſon; the Committee further ſubmitted, that the like indulgence be extended to the Nottingham, as has been already allowed to the ſhips Warley and Ocean of ſtowing goods on the lower deck, between the fore-part of the main-hatchway and after-part of the fore-hatchway, as particularly deſcribed in this Committee's report of the 3d of laſt month.

But that this indulgence be granted no further than for the ſpecial purpoſe of enabling the ſhip to bring extra tonnage to the amount of 320 tons, but no more; and that poſitive directions be tranſmitted to the Supra-Cargoes, that that amount be upon no conſideration exceeded; the Committee further ſubmitted, that this reſtriction will appear to the Court highly neceſſary, when it is recollected, that a former report from this Committee clearly ſtated, that the Nottingham was, laſt voyage, improperly ſtowed and greatly overloaded, and thereby, in caſe they had met with bad weather, the ſhip and cargo muſt have been both expoſed to great danger.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 14th January, 1789.

A report from the Committee of Shipping, dated the 8th inſt. being read, ſtating that they have taken into conſideration the ſeveral papers reſpecting the objections of the Owners of the Nottingham to ſigning that ſhip's Charter-Party, and having had the opinion of the Company's Standing Council on a caſe ſtated by the Solicitor, as noticed in their report on the 19th laſt month, now offer,

offer, as their opinion, that the demorage be allowed to commence from the expiration of four months after the ſhip's arrival in India; that the time of the ſhip's arrival at Graveſend be conſidered to commence from the day of her actual arrival there; that ſhe be appointed to remain there 20 days, and in the Downs 10 days; and that the Nottingham's Charter-Party be filled up in other reſpects (freight and the rate of demorage excepted) the ſame as other ſhips of this ſeaſon; they further ſubmit, that the like indulgence be extended to the Nottingham as has been already allowed to the ſhips Warley and Ocean of ſtowing goods on the lower deck, between the fore-part of the main-hatchway and after-part of the fore-hatchway, as particularly deſcribed in their report of the 3d of laſt month; but that this indulgence be granted no further than for the ſpecial purpoſe of enabling the ſhip to bring extra tonnage to the amount of 320 tons, but no more; and that poſitive directions be tranſmitted to the Supra-Cargoes, that that amount be upon no conſideration exceeded.

Reſolved, That this Court do agree in opinion with the ſaid Committee.

AT A COURT OF DIRECTORS,

Held on Friday the 20th March, 1789.

Vide App. No. 1019. The Chairman laying before the Court a paper containing his reaſons for oppoſing the building large ſhips,

The ſame was read, and ordered to lie for conſideration.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 25th March, 1789.

On a motion,

Ordered, That it be referred to the Committee of Shipping to take into conſideration the ſtate of the Company's ſhipping.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 2d April, 1789.

The Committee having taken into conſideration the reference of Court of the 25th ult. on the ſtate of the Company's ſhipping, reported their opinion thereon as follows, viz.

That leave be given for building five ſhips of 1100 to 1200 tons each, for the ſervice of the ſeaſon 1790.

That the ſhips to be ſo built be on the bottoms of the next five ſhips in turn, being the

True Briton, to be commanded by Captain Henry Farrer.
Montagu - - - Captain Thomas Brettell.
Halſewell, Alfred } to be commanded by perſons qualified under the preſent regulations, and who ſhall be approved of by the Court.
Southampton, to be commanded by Captain John Lennox.

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That previous to the Court's permiſſion being officially announced to the Managing Owners, they be ſeverally required to deliver the conſent of the majority of Owners of the old ſhips, for their building others in their room (conformably to the ſtanding order of Court of the 13th September, 1786); that they likewiſe ſignify their conſent to let their reſpective ſhips to the Company at £21. per ton, being the freight given to ſhips of that ſize, and that they alſo communicate to the Court the length of keel for tonnage;

The extreme breadth of the beam;
The depth of the hold;
The height between the different decks;
The height of the round-houſe,
at the fore and after-parts;
Depth in the waiſt; and
Scantlings of the principal timbers with which they propoſe to build their reſpective ſhips; alſo
The number and weight of metal of the guns they are to carry;

in order that the Court may come to a determination, and give the neceſſary directions on thoſe points, agreeably to what is enjoined by the 56th By-Law. Vide App. No. 1020.

AT A COURT OF DIRECTORS,

Held on Friday the 3d April, 1789.

A report from the Committee of Shipping, dated the 2d inſt. being read,

Reſolved, That leave be given for building five ſhips 1100 to 1200 tons each, for the ſervice of the year 1790;

That the ſhips to be ſo built be on the bottoms of the next five ſhips in turn, being the

True Briton, to be commanded by Captain Henry Farrer.
Montagu, - - - Captain Thomas Brettell.
Halſewell, Alfred, } to be commanded by perſons qualified under the preſent regulations, and who ſhall be approved of by the Court.
Southampton, to be commanded by Captain John Lennox.

That previous to the Court's permiſſion being officially announced to the Managing Owners, they be ſeverally required to deliver the conſent of the majority of the Owners of the old ſhips, for their building others in their room (conformably to the ſtanding order of Court of the 13th September, 1786); that they likewiſe ſignify their conſent to let their reſpective ſhips to the Company at £21. per ton, being the freight given to ſhips of that ſize, and that they likewiſe communicate to the Court the length of keel for tonnage;

The extreme breadth of the beam;
The depth of the hold;
The height between the different decks;
The height of the round-houſe,
at the fore and after-parts;
Depth in the waiſt; and

Scantlings of the principal timbers with which they propoſe to build their reſpective ſhips; alſo
The number and weight of metal of the guns they are to carry;

in order that the Court may come to a determination, and give the neceſſary directions on thoſe points, agreeably to what is enjoined by the 56th By-Law.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 8th April, 1789.

Vide App. No. 1020. Mr. Ferguſon's report of the progreſs of ſhips building for the Company's ſervice, dated this day, was laid before the Committee.

AT A COURT OF DIRECTORS,

Held on Thurſday the 9th April, 1789.

Vide App. No. 1021. Letter from Mr. Robert Wigram, dated this day, ſignifying that he is appointed by the majority of the Owners of the late ſhip True Briton to build on that bottom, whenever the Court may give permiſſion for that purpoſe, was read.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 15th April, 1789.

Vide App. No. 1022, 1023, 1024. On reading a letter from Robert Preſton, Eſq. dated the 14th inſt. encloſing the conſent of the majority of the Owners of the ſhip Southampton, for his building another ſhip in her room; and alſo ſtating the propoſed dimenſions of the new ſhip; alſo

Vide App. No. 1025, 1026, 1027. Letter from Mr. Robert Wigram, dated this day, encloſing the conſent of the majority of the Owners of the True Briton, for building another ſhip in her room, and tendering the ſaid new ſhip at £21. per ton to China direct, being of the dimenſions therein-mentioned.

Ordered, That the ſaid letters be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 22d April, 1789.

Vide App. No. 1022, 1023, 1024. Purſuant to reference of Court of the 15th inſt. the Committee conſidered the letter from Robert Preſton, Eſq. encloſing the conſent of the majority of the Owners of the late ſhip Southampton, for his building another ſhip in her room; and alſo ſtating the propoſed dimenſions of the new ſhip; and Mr. Snodgraſs being called in, was conſulted thereon, and having delivered in a paper,

Vide App. No. 1028. ſpecifying the dimenſions, which in his opinion are proper for a ſhip of about 1180 tons; alſo the principal ſcantlings for ſhips from

from 1100 to 1200 tons, and as the ſame correſpond nearly with thoſe propoſed by Mr. Preſton, the Committee reported, as their opinion, that Mr. Preſton have leave to build on the bottom of the Southampton, to be commanded by Captain John Lennox, for the ſervice of the ſeaſon 1790, of the following dimenſions and ſcantlings, and ſubject to the following conditions, viz.

DIMENSIONS.

	Feet.	Inch.
Length of keel for tonnage - - -	132	0
Breadth extreme - - - -	41	0
Burthen in tons - - - 1180$\frac{6}{94}$		
Depth in hold - - - -	17	0
Height between the lower and middle decks -	6	6
Middle and upper decks - - -	6	6
Upper deck and round-houſe { afore - -	6	4
{ abaft - -	6	7
Depth of the waiſt - - - -	4	0

SCANTLINGS.

	Inch.		Inch.	
Main keel - ſided	15$\frac{1}{2}$	Moulded -	16$\frac{1}{2}$	
Kelſon - - -	15$\frac{1}{2}$	- - -	15$\frac{1}{2}$	
Stem at the head -	15$\frac{1}{2}$	- - -	16$\frac{1}{2}$	
Stern-poſt at the wing transom -	16$\frac{1}{2}$	- - -	16$\frac{1}{2}$	
Wing tranſom -	15$\frac{1}{2}$	- - -	19$\frac{1}{2}$	
Floors in midſhips -	15	- - -	13$\frac{1}{2}$	at the head.
Ditto afore and abaft -	14	- - -		
Lower futtocks in midſhips	14	- - -	12$\frac{7}{8}$	ditto
Ditto afore and abaft -	13$\frac{1}{2}$	- - -		
Middle futtocks fore and aft	13$\frac{1}{2}$	- - -	12$\frac{1}{2}$	ditto
Upper ditto ditto	13	- - -	11	middle deck.
Top timbers ditto	12$\frac{1}{2}$	- - -	8	upper.
			7	topſide.

Main wale, 6 ſtrakes of 6 inches thick
Thick ſtuff under ditto, 5 ſtrakes from 5$\frac{1}{2}$ to 4$\frac{1}{2}$ thick.
Bottom, 4 inch plank
Topſide, between the main wales and ſheer-ſtrakes, 4 inch Engliſh plank.
Sheer-ſtrake 5 inches thick, and 11 inches broad.
Plank above the ſheer-ſtrake, 2$\frac{1}{2}$ inches thick.
Gun wales, 4 inches thick.

INSIDE STUFF.

Lower futtock heels, 2 ſtrakes 5 inches thick, and 1 ſtrake 4 inches thick.
Floor heads, 4 ſtrakes 5 inches thick, and under 1 ſtrake of 4 inches thick.
To ſhut in between the floor heads and lower futtock heels, with 3 inch plank.
Lower deck clamps, 2 ſtrakes 6 inches thick, and 2 ſtrakes 5 inches thick.

To

To ſhut in between the lower deck clamps and floor heads, with 4 inch plank.
Lower deck ſpirketting, 2 ſtrakes 4 inch plank.
Middle deck clamps, 2 ſtrakes 5 inch plank thick.
To ſhut in between the lower deck ſpirketting and middle deck clamps, with 4 inch plank.
Middle deck ſpirketting, 2 ſtrakes of 4 inch plank.
Upper deck clamps, 2 ſtrakes of 4 inch plank.
Short ſtuff, between middle deck ports, 3 inch plank.
Upper deck ſpirketting, 2 ſtrakes of 3 inch plank.
Round-houſe clamps, 1 ſtrake of 4 inch plank.
Short ſtuff, between upper deck ports, 2 inch plank.

Lower deck beams,	ſided 14½ inches.	Moulded	13½ inch.
Middle - -	13	-	11
Upper - -	10½	-	8½
Round-houſe -	7	-	5
Lower deck knees -	10		
Middle - -	8½		
Upper - -	7½		

Lower, middle, and upper decks to be 3 inches thick.
To carry twenty 12 pounders.
ſix 6

That the ſhip be freighted at £21. per ton to China direct, and in the uſual proportions to other parts.

That the keel be laid as ſoon as convenient, but that it be required of the Owners to do ſo within two months from this date, ſo that allowing 18 months, agreeably to the 56th By-Law, the ſhip be launched in the month of December, 1790, at fartheſt, or elſe to loſe her turn for that ſeaſon; and if the keel ſhould not be laid in June, 1790, and the ſhip launched in or before the month of December, 1791, the Southampton be pronounced a lapſed bottom, and thrown entirely out of the ſervice.

Vide App. No. 1020.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 22d April, 1789.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That Robert Preſton, Eſq. have leave to build a ſhip on the bottom of the Southampton, to be commanded by Captain John Lennox, for the ſervice of the ſeaſon 1790, of the dimenſions and ſcantlings therein-mentioned.

That the ſhip be freighted at £21. per ton to China direct, and in the uſual proportions to other parts;

That the keel be laid as ſoon as convenient, but that it be required of the Owners to do ſo within two months from this date, ſo that allowing 18 months, agreeably to the 56th By-Law, the ſhip be launched in the month of December, 1790, at fartheſt, or elſe to loſe her turn for that ſeaſon; and if the keel ſhould not be laid in June, 1790, and the ſhip launched in or before the month of December, 1791, the Southampton be pronounced a lapſed bottom, and thrown entirely out of the ſervice.

On

On reading letters from Meſſrs. James Farquharſon, Vide App. No. 1029.
Robert Wigram, and No. 1030.
William Luſhington, No. 1031, 1032.
ſignifying that the Owners of the ſhips Alfred, True Briton, and Montagu are willing to build new ſhips on thoſe ſhips bottoms of the dimenſions therein-mentioned, and let the ſhips at £21. per ton to China, and to other parts in proportion;

Ordered, That the ſaid letters be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 29th April, 1789.

The Committee taking into conſideration the ſeveral applications for building on the bottoms of the ſhips Alfred, True Briton, and Montagu, referred the 26th January, 1787, and 15th and 22d inſt. together with the ſeveral papers which accompanied the ſame; and Vide App. No. 850. No. 1025, 1026, 1027 1031, 1032.

The conſent of the majority of the old Owners of the Montagu, dated the 4th October, 1786, for Mr. Buggin to build on that bottom, which he has ſince reſigned, being read; the Committee reported their opinion thereon as follows, viz. Vide App. No. 1033.

Purſuant to reference of Court of the 22d inſt. the Committee having conſidered the letter from William Luſhington, Eſq. encloſing the conſent of the majority of the old Owners of the late ſhip Montagu, for his building another ſhip in her room, and alſo ſtating the propoſed dimenſions of the new ſhip, are of opinion, that Mr. Luſhington have leave to build on that bottom, for the ſervice of the ſeaſon 1790, of the following dimenſions and ſcantlings, and ſubject to the following conditions, viz. Vide App. No. 1031, 1032.

DIMENSIONS.

	Feet.	Inches.
Length of keel for tonnage	134	0
Extreme breadth	41	0
Burthen in tons 1198 $\frac{15}{94}$		
Depth in hold	17	9
Height between the lower and middle decks	6	4
middle and upper decks	6	6
Ditto round-houſe forward	6	4
abaft	6	6
Depth of the waiſt	3	10

That the ſcantlings of the timbers, and the inſide ſtuff, be preciſely the ſame for this ſhip as thoſe recommended in this Committee's report of the 22d inſt. for the Southampton;

That the ſhip carry 26 nine-pounders, and be commanded by Captain Thomas Brettell;

That ſhe be freighted at £21. per ton to China direct, and in the uſual proportions to other parts;

That the keel be laid as ſoon as convenient, but that it be required of the Owners to do ſo within two months from this date, ſo that allowing 18 months, agreeably to the 56th By-Law, Vide App. No. 1020.

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the ſhip be launched in the month of December, 1790, at fartheſt, or elſe to loſe her turn for that ſeaſon; and if the keel ſhould not be laid in June, 1790, and the ſhip launched in or before the month of December, 1791, the Montagu be pronounced a lapſed bottom, and thrown entirely out of the ſervice.

Vide App. No. 850.

The Committee having conſidered the reference of Court of the 26th January, 1787, on the letter from the majority of Owners of the late ſhip Alfred, appointing Meſſrs. James and Robert Farquharſon Managing Owners for the new ſhip; and the Committee having alſo taken into conſideration the letter from James Farquharſon, Eſq. referred the 22d inſt. ſtating the propoſed dimenſions of the new ſhip, are of opinion, that Mr. Farquharſon have leave to build on that bottom, for the ſervice of the ſeaſon 1790, of the following dimenſions and ſcantlings, and ſubject to the following conditions, viz.

Vide App No. 1029.

DIMENSIONS.

	Feet.	Inches.
Length of keel for tonnage - - -	134	0
Breadth extreme - - - -	41	0
Burthen in tons - - - 1198$\frac{1}{94}$		
Depth in hold - - - -	17	0
Height between the lower and middle decks -	6	4
middle and upper decks -	6	6
Ditto round-houſe forward - - -	6	4
abaft - - -	6	6
Depth of the waiſt - - - -	3	10

That the ſcantlings of the timbers and the inſide ſtuff be preciſely the ſame for this ſhip as thoſe recommended for the Southampton, in this Committee's report of the 22d inſt;

That the ſhip carry 26 nine-pounders;

That ſhe be commanded by a perſon qualified under the preſent regulations, who ſhall be approved of by the Court:

That the ſhip be freighted at £21. per ton to China direct, and in the uſual proportions to other parts;

That the keel be laid as ſoon as convenient, but that it be required of the Owners to do ſo within two months from this date, ſo that allowing 18 months, agreeably to the 56th By-Law, the ſhip be launched in the month of December, 1790, at fartheſt, or elſe to loſe her turn for that ſeaſon; and if the keel ſhould not be laid in June, 1790, and the ſhip launched in or before the month of December, 1791, the Alfred be pronounced a lapſed bottom, and thrown entirely out of the ſervice.

Vide App. No. 1020.

Vide App. No. 1025, 1026, 1027, 1030.

Purſuant to references of Court of the 15th and 22d inſtant, the Committee having conſidered the letters from Robert Wigram, Eſq. encloſing the conſent of the majority of the Owners of the late ſhip True Briton, for his building another ſhip in her room, and alſo ſtating the propoſed dimenſions of the new ſhip, are of opinion, that Mr. Wigram have leave to build on that bottom, to be commanded by Captain Henry Farrer, for the ſervice of the ſeaſon 1790, of the following dimenſions and ſcantlings, and ſubject to the following conditions, viz.

DIMEN-

DIMENSIONS.

	Feet.	Inches.
Length of keel for tonnage - -	134	0
Breadth extreme - - -	41	0
Burthen in tons - - $1198\frac{15}{94}$		
Depth in hold - - - -	17	0
Height between the lower and middle decks -	6	4
middle and upper decks -	6	6
Ditto round-houſe forward - -	6	4
abaft - -	6	6
Depth of the waiſt - - -	3	10

That the ſcantlings of the timbers and the inſide ſtuff be preciſely the ſame for this ſhip as thoſe recommended for the Southampton, in this Committee's report of the 22d inſt.

That ſhe carry 20 twelve-pounders, and 6 nine-pounders;

That the ſhip be freighted at £21. per ton to China direct, and in the uſual proportions to other parts;

That the keel be laid as ſoon as convenient, but that it be required of the Owners to do ſo within two months from this date, ſo that allowing 18 months, agreeably to the 56th By-Law, the ſhip be launched in the month of December, 1790, at fartheſt, or elſe to loſe her turn for that ſeaſon; and if the keel ſhould not be laid in June, 1790, and the ſhip launched in or before the month of December, 1791, the True Briton be pronounced a lapſed bottom, and thrown entirely out of the ſervice.

Vide App. No. 1020.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 29th April, 1789.

Three reports from the Committee of Shipping, dated this day, being read,

Reſolved that William Luſhington, Eſq. be permitted to build a ſhip on the bottom of the late ſhip Montagu, for the ſervice of the ſeaſon 1790, of the dimenſions and ſcantlings mentioned in one of the ſaid reports;

That the ſhip carry 26 nine-pounders, and be commanded by Captain Thomas Brettell;

That ſhe be freighted at £21. per ton to China direct, and in the uſual proportions to other parts;

That the keel be laid as ſoon as convenient, but that it be required of the Owners to do ſo within two months from this date, ſo that allowing 18 months, agreeably to the 56th By-Law, the ſhip be launched in the month of December, 1790, at fartheſt, or elſe to loſe her turn for that ſeaſon; and if the keel ſhould not be laid in June, 1790, and the ſhip launched in or before the month of December, 1791, the Montagu be pronounced a lapſed bottom, and thrown entirely out of the ſervice.

Reſolved, That Robert Wigram, Eſq. be permitted to build a ſhip on the bottom of the late ſhip True Briton, for the ſervice of the ſeaſon 1790, to be commanded by Captain Henry Farrer, of the dimenſions and ſcantlings mentioned in one of the ſaid reports,

ports, and ſubject to the ſame conditions as the ſhip to be built on the bottom of the Montagu.

Reſolved, That James Farquharſon, Eſq. be permitted to build a ſhip on the bottom of the late ſhip Alfred, for the ſervice of the ſeaſon 1790, to be commanded by a perſon qualified under the preſent regulations, who ſhall be approved by the Court, of the dimenſions and ſcantlings mentioned in one of the ſaid reports, and ſubject to the ſame conditions as the ſhip to be built on the bottom of the Montagu.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 6th May, 1789.

Vide App. No. 1034. No. 1035. Letter from Captain Oliver, dated the 1ſt inſt. accompanying an eſtimate of the expence of building, outfit, and other charges on an Eaſt-India ſhip of 755 tons, being read, and

Vide App. No. 1036. An account of the difference of the expence of building and fitting out a ſhip between the years 1788 and 1789, being laid before the Committee, the following report was made to the Court, viz.

The Court having, on the 4th September, 1783, ordered, "That the Committee of Shipping do prepare an eſtimate of the "expence of building, outfit, and other charges of an Eaſt-India "ſhip fit for ſea, and that the ſame be laid before the Court the "firſt week in May every year." The Committee, in conſequence thereof, do report, that an eſtimate has been prepared accordingly, by the Maſter-Attendant, and that the ſame, upon the preſent prices, amounts to £19,520.

Vide App. No. 1035. The preſent eſtimate, dated the 1ſt inſt. and ſigned by the Maſter-Attendant, accompanies this report, and is ſubmitted to the conſideration of the Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 6th May, 1789.

Vide App. No. 1037. On reading a letter from Meſſrs. John and William Wells, dated the 5th inſt. ſignifying that the Owners of the ſhip True Briton, are willing to take a ſhip building by Meſſrs. Wells, of about 800 tons, provided the Court will give permiſſion for her being built, which permiſſion they now requeſt; and

Vide App. No. 1038, 1039. Letter from Mr. Peter Eſdaile, encloſing the conſent of the Owners of the late ſhip Halſewell, for him to build a new ſhip in her room, which they are willing to do on the dimenſions and terms mentioned in Mr. Eſdaile's letter;

Ordered, That the ſaid letters be referred to the Committee of Shipping, to examine and report.

The Committee of Shipping, by a report dated this day, now read, laying before the Court the annual eſtimate of the expence

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of building, outfit, and other charges of an East-India ship fit for sea;

The same was read.

AT A COMMITTEE OF SHIPPING,

On Wednesday the 13th May, 1789.

The Committee made the following report to the Court.

The Committee having considered the reference of Court of the 6th inst. on the letter from Peter Esdaile, Esq. enclosing the consent of the majority of Owners of the late ship Halsewell, for his building another ship in her room; and also stating the proposed dimensions of the new ship, are of opinion, that Mr. Esdaile have leave to build on that bottom, for the service of the season 1790, of the following dimensions and scantlings, and subject to the following conditions, viz. Vide App. No. 1038, 1039.

DIMENSIONS.

	Feet.	Inches.
Length of keel for tonnage - -	134	0
Extreme breadth - - -	41	0
Burthen in tons - - 1198$\frac{4}{94}$		
Depth in hold - - -	17	0
Height between the lower and middle deck -	6	4
Height between the middle and upper deck -	6	6
Ditto round-house forward - -	6	4
abaft - - - -	6	6
Depth of the waist - - -	3	10

That the scantlings of the timbers and the inside stuff be precisely the same for this ship as those recommended for the Southampton, in this Committee's report of the 22d ult.

That the ship carry 26 nine-pounders;

That she be commanded by a person qualified under the present regulations, who shall be approved of by the Court;

That the ship be freighted at £21. per ton to China direct, and in the usual proportions to other parts;

That the keel be laid as soon as convenient, but that it be required of the Owners to do so within two months from this date, so that allowing 18 months, agreeably to the 56th By-Law, the ship be launched in the month of January, 1791, at farthest, or else to lose her turn for the season 1790; and if the keel should not be laid in July, 1790, and the ship launched in or before the month of January, 1792, the Halsewell be pronounced a lapsed bottom, and thrown entirely out of the service. Vide App. No. 1010.

AT A COURT OF DIRECTORS,

Held on Wednesday the 13th May, 1789.

On reading the request of Messrs. Mures, Atkinson and Mure, for leave to build a new ship in the room of the Besborough, to be commanded by Captain Alexander Montgomerie, and to be taken up in her regular turn; Vide App. No. 1040.

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Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That Peter Eſdaile, Eſq. be permitted to build a new ſhip on the bottom of the late ſhip Halſewell, for the ſervice of the ſeaſon, 1790, of the dimenſions and ſcantlings, and ſubject to the conditions therein-mentioned;

That the ſhip be commanded by a perſon qualified under the preſent regulations, who ſhall be approved by this Court;

That the ſhip be freighted at £21. per ton to China direct, and in the uſual proportions to other parts;

That the keel be laid as ſoon as convenient, but that it be required of the Owners to do ſo within two months from this date, ſo that allowing 18 months, agreeably to the 56th By-Law, the ſhip be launched in the month of January, 1791, at fartheſt, or elſe to loſe her turn for the ſeaſon 1790; and if the keel ſhould not be laid in July, 1790, and the ſhip launched in or before the month of January, 1792, that the Halſewell be pronounced a lapſed bottom, and thrown entirely out of the ſervice.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 20th May, 1789.

Vide App. No. 1041, 1042.

Letter from Richard Neave, Eſq. dated this day, requeſting permiſſion to build a new ſhip in the room of the Glatton, being read,

Ordered, That it be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 21ſt May, 1789.

Vide App. No. 1043.

Mr. Ferguſon's report of the progreſs of ſhips building for the Company's ſervice, dated 15th May, 1789, was laid before the Committee.

AT A COURT OF DIRECTORS,

Held on Friday the 5th June, 1789.

Vide App. No. 1044.

On reading the requeſt of Meſſrs. Thomas Newte and Donald Cameron, for leave to build a new ſhip on the bottom of the Atlas; alſo

Vide App. No. 1045.

The requeſt of Meſſrs. J. Clements and Robert Williams, that the time fixed for launching the ſhips building in the room of the Naſſau and Royal Charlotte, may be deferred till a later period.

Ordered, That the ſaid requeſts be referred to the Committee of Shipping, to examine and report.

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The tenders of the following ſhips being now opened, were read, viz. Vide App. No. 1046.

The Oſterley	- -	Captain Joſeph Clarkſon
Bellmont	- -	W. Dick Gamage
William Pitt	-	Charles Mitchell
Rodney	- -	Allen Chatfield
Henry Dundas	-	Angus M'Nab
New ſhip in the room of the Calcutta		William Thomſon
Phœnix	- -	Alexander Gray
Kent	- -	Richard Hardinge
Manſhip	- -	Charles Gregorie
Francis	- -	Robert Burrowes
Earl Talbot	- -	John Woolmore
Queen	- -	Peter Douglas
Barwell	- -	Thomas Welladvice
Princeſs Royal	-	James Horncaſtle
Foulis	- -	George Blachford
Lord Hawkeſbury (if ſhe arrives in time)		John Barkley
Woodcot	- -	Ninian Lewis
Prince W^m. Henry		Ralph Dundas
Princeſs Amelia	-	George Millett
Hillſborough	- -	William Hardcaſtle
Royal Admiral	-	Eſſex Henry Bond
Warren Haſtings	-	John Paſcal Larkins
Northumberland	-	James Rees
Albion	- -	G. Moffatt Lewin
Minerva	- -	Robert Fairfull
Triton	- -	William Agnew
Worceſter	- -	John Hall
Lord Camden	-	Nathaniel Dance
Hawke	- -	Richard Pennell
Earl Fitzwilliam	-	James Dundas

each ſhip being propoſed to be let at her full builders meaſurement, with 99 men and a boy, and 26 guns, on the following terms of freight (provided peace continues; but in caſe of a war, before the ſhip leaves England, the Owners expect to have an advance of freight adequate to what the inſurance may be, as well as to the advanced price of cordage and other ſtores), viz.

To China direct - -	at £23. 10s. per ton.
St. Helena and China, Bencoolen and China, and Coaſt and China	24. 10s.
Bombay - - -	25. 10s.
Coaſt and Bay - - -	26. 10s.

And in all other reſpects to be taken up on the ſame terms and conditions as the regular ſhips of laſt ſeaſon.

New ſhips in the room of the Royal Charlotte	Captain Joſiah Pryce	Vide App. No. 1047,
Naſſau - - -	William Mackintoſh	
Earl Sandwich - -	John Wordſworth	
Ceres - -	Thomas Price	

each

each ſhip being propopoſed to be let at her full builders meaſurement, for China, at the freight of £21. per ton, and to all parts of India, in the ſame proportion, and ſubject to the ſame terms and conditions as the other regular ſhips of this ſeaſon; the demorage to commence at the end of four months and 14 days after the ſhip's arrival in India.

Vide App. No. 1048. The Marquis of Lanſdown - Captain David Tolmé
Lord Walſingham -

the former being propoſed to be let at 647 tons meaſurement, the latter at 559 tons meaſurement, both on the following terms of freightage;

To China lone - - at £22. per ton.
Madras and China - - 23.
And to other parts - - 24.

Vide App. No. 1049. The Lanſdown, Captain William Story, being propoſed to be let at her full builders meaſurement, with 76 men, and 20 guns, on the following terms, viz.

To China alone - - at £21. per ton.
Madras and China - - 22.
All other parts of India - - 23.

and, in all other reſpects, on the ſame terms and conditions as the ſhips Lord Walſingham and Marquis of Lanſdown.

Vide App. No. 1050. The new ſhip, named "The India Company" being propoſed to be let for two voyages

To China - - at £21. per ton.
And for other voyages - - 20.

unleſs war ſhould happen; in that caſe, the price to be riſen in proportion to the other ſhips, to be commanded by whom the Honorable Court ſhall approve; and when ſhe ſhall have performed her voyages, and be deemed unfit for the ſervice, all pretenſions to the bottom diſclaimed; ſhould this price be thought too much, that ſhe is at the Court's ſervice, on their allowing what they may think a ſufficient price; ſhould they purchaſe it, that it be propoſed to be finiſhed in the ſame manner, and by a contract ſimilar to that by which the Naſſau's bottom is building upon, at £12. 10s. per ton, without any allowance for intereſt on the inſtalments, and that ſhe be launched in any month required.

Vide App. No. 1051. Letter from Mr. William Chriſtopher, dated the 27th ult. propoſing to build two or more ſhips of 1200 tons burthen each, builders meaſurement, under the inſpection of the Company's officers; to be afloat on or before the 1ſt January, 1791; to be employed five voyages, if found fit, to China, or any part of India; to be paid after the rate of £16. per ton from China, for the whole tonnage which they may bring home, reckoning the kintledge after the rate of the ſhip's burthen, and from other places in proportion; the other conditions agreeable to the uſual Charter-Party, and to have a reaſonable allowance made in caſe of a war; to be navigated by Commanders and officers regularly brought up in the ſervice, and with the uſual number of men and guns.

Ordered, That the ſaid tenders and letter be referred to the Committee of Shipping, to report what freight it will be proper to give for the ſhips of the enſuing ſeaſon.

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AT A COURT OF DIRECTORS,

Held on Wedneſday the 10th June, 1789.

On reading the tender of the ſhip Boddam, Captain Joſeph Eliott, of 1021 tons, full builders meaſurement, for China, at £22 per ton, and to all parts of India in the ſame proportion, and ſubject to the ſame terms and conditions as the regular ſhips of this ſeaſon; the demorage to commence at the end of four months and 14 days after the ſhip's arrival in India; Vide App. No. 1052.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Wedneſday the 10th June, 1789.

The Committee having taken into conſideration the references of Court of the 5th inſt. and this day, on the ſeveral tenders preſented to the Court, reported, as their opinion, that the new ſhips in the room of the Earl of Sandwich, Naſſau, and Royal Charlotte, alſo the Belvedere, Marquis of Lanſdown, Lord Walſingham, Ceres, Boddam, Albion, and Carnatic, or ſuch of them as may arrive in time, be taken up on the freights reſpectively agreed on by the Court, when the Owners of thoſe ſhips obtained the Court's permiſſion to build, being as follows, viz. Vide App. No. 1046, 1047, 1048, 1052.

For the Ceres, Carnatic, and the three large new ſhips, at £21. per ton; and for the others, at £22. per ton to China direct, and in the uſual proportions to the other parts; all the large ſhips carrying men according to their tonnage, as ſettled by the Court on the 14th of February, 1787, and the rate of demorage being encreaſed beyond that of a ſhip of 800 tons, in proportion to the encreaſed number of men, except the Boddam and Albion, which ſhould be allowed demorage, as laſt voyage, at £20. 16s. 8d. per day; that the commencement of the demorage of ſhips upwards of 750 tons be ſettled at four days on every fifty tons exceeding that meaſurement, beyond the expiration of four months after their arrival in India.

The Committee further reported, as their opinion, that the new ſhips in the room of the Calcutta, and all the other ſhips in general, be taken up upon the ſame terms and conditions, in every other reſpect, as thoſe of laſt ſeaſon, the freights being as follows, viz.

To China direct - -	£23. 10s. per ton.
St. Helena and China Bencoolen and China Coaſt and China Bombay and China St. Helena and Bencoolen	24. 10s.
Bombay - - Bengal and Bencoolen	25. 10s.
Coaſt and Bay - -	26. 10s.

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AT A COURT OF DIRECTORS,

Held on Wedneſday the 10th June, 1789.

A report from the Joint Committee of Correſpondence and Shipping, dated this day, being read,

Reſolved, That the new ſhips in the room of the Earl of Sandwich, Naſſau, and Royal Charlotte, alſo the Belvedere, Marquis of Lanſdown, Lord Walſingham, Ceres, Boddam, Albion, and Carnatic, or ſuch of them as may arrive in time, be taken up, on the freights reſpectively agreed on by the Court, when the Owners of thoſe ſhips obtained the Court's permiſſion to build, being as follows, viz.

For the Ceres, Carnatic, and the three large new ſhips, at £21. per ton; and for the others, at £22. per ton, to China direct, and in the uſual proportions to the other parts; all the large ſhips carrying men according to their tonnage, as ſettled by the Court on the 14th February, 1787, and the rate of demorage being encreaſed beyond that of a ſhip of 800 tons, in proportion to the encreaſed number of men, except the Boddam and Albion, which ſhould be allowed demorage as laſt voyage, at £20. 16*s.* 8*d.* per day; that the commencement of the demorage of ſhips upwards of 750 tons, be ſettled at four days on every fifty tons exceeding that meaſurement, beyond the expiration of four months after their arrival in India.

That the new ſhip in the room of the Calcutta, and all the other ſhips in general, be taken up on the ſame terms and conditions, in every other reſpect, as thoſe of laſt ſeaſon, the freights being as follow, viz.

To China direct - -	£ 23. 10*s.* per ton.
St. Helena and China Bencoolen and China Coaſt and China Bombay and China St. Helena and Bencoolen	24. 10*s.*
Bombay - - Bengal and Bencoolen -	25. 10*s.*
Coaſt and Bay - -	26. 10*s.*

AT A COMMITTEE OF SHIPPING,

On Thurſday the 11th June, 1789.

Vide App. No. 1037.

The Committee having taken into conſideration the reference of Court of the 6th laſt month, on the letter from Meſſrs. John and William Wells, ſignifying that the Owners of the ſhip True Briton are willing to take a ſhip building by Meſſrs. Wells, of about 800 tons, provided the Court will give permiſſion for that purpoſe.

And as the Court, on the 2d April laſt, reſolved that five ſhips from 1100 to 1200 tons each, ſhould be built for the ſervice of the ſeaſon 1790, and as the dimenſions and ſcantlings of a ſhip of 1198 tons, in the room of the True Briton, being one of the five,

five, have been fixed and tranſmitted the Owners, the Committee reported, as their opinion, that Meſſrs. Wells's requeſt cannot be complied with.

AT A COURT OF DIRECTORS,

Held on Friday the 12th June, 1789.

Letter from Mr. Robert Thompſon, being read, offering to build a ſhip for the Company's ſervice, on the terms and conditions therein-mentioned; Vide App. No. 1053.

Ordered, That it be referred to the Joint Committee of Correſpondence and Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 17th June, 1789.

On reading a letter from Sir Richard Hotham, requeſting that the ſhip York may be ſurveyed by the Company's officers, and if it ſhould appear that ſhe may be employed with real benefit to the Company on a ſixth voyage, offering her at £20. per ton, ſubject to the conditions of the tenders of this year; Vide App. No. 1054.

Ordered, That it be referrod to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 17th June, 1789.

Mr. Ferguſon's report of the progreſs of ſhips building, was read. Vide App. No. 1055.

The following papers, referred by the Court the 5th and 12th inſt. being read, viz.

Tender of the ſhip Lanſdown, at £21. per ton to China, £22. to Coaſt and China, £23. per ton to all other parts; and, in every other reſpect, on the ſame terms and conditions as the Lord Walſingham and Marquis of Lanſdown. Vide App No 1049.

Letter from Mr. Robert Thompſon, offering to build a ſhip of 1200 tons, to be employed five voyages, at £17. 10s. per ton to China, and £8. 15s. per ton for ſurplus tonnage, or to the other parts in proportion, and to have a reaſonable allowance in caſe of war with any foreign power. Vide App. No. 1053.

Letter from Mr. William Chriſtopher, referred the 5th inſt. being likewiſe read, propoſing to build two or more ſhips of 1200 tons each, to be employed five voyages, at the freight of £16. per ton from China, for the whole tonnage the ſhips may bring, or from other parts in proportion, and to have a reaſonable allowance in caſe of war with any foreign power. Vide App. No. 1051.

Ordered,

Ordered, That an eſtimate of the expences and earnings of a ſhip of 1200 tons, at the above freight to China, be prepared and laid before the Committee on Wedneſday next.

The Committee conſidered ſeveral references of Court of the 5th inſt. and this day, and reported their opinion thereon as follows, viz.

Vide App. No. 1050. Purſuant to reference of Court of 5th inſtant, the Committee having conſidered the letter from Mr. Batſon, tendering a ſhip about 900 tons, for two voyages, at £21. to China, and for two other voyages at £20. per ton to China, or propoſing to ſell the ſhip to the Company at £12. 10ſ. per ton, the Committee are of opinion the ſame be not accepted.

Vide App. No. 1054. The Committee having, purſuant to the reference of Court of this day, conſidered the letter from Sir Richard Hotham, tendering the ſhip York for a ſixth voyage, at £20. per ton to China, the Committee are of opinion, that as the Rockingham was built on the bottom of the York, and is now abroad in the Company's ſervice, Sir Richard Hotham's tender be not accepted.

Vide App. No. 1045. Purſuant to reference of Court of the 5th inſt. the Committee have conſidered the requeſts of John Clements and Robert Williams, Eſqrs. that the time fixed for launching the ſhips building in the room of the Naſſau and Royal Charlotte may be deferred till a later period, and are of opinion, that the launching the above ſhips may be poſtponed if the Owners chooſe it, till within one month of the time they ſhall by Charter-Party be ordered afloat.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 17th June, 1789.

A report from the Committee of Shipping, dated the 11th inſt. being read,

Reſolved, That the requeſt of Mr. John and William Wells for the Court to permit the Owners of the ſhip True Briton to take a ſhip building by Meſſrs. Wells of about 800 tons, to be conſidered as a ſhip built in the room of the True Briton be not complied with.

The Committee of Shipping in a report dated this day, now read, ſubmitting to the Court their opinion, that as the Rockingham was built on the bottom of the York, and is now abroad in the Company's ſervice, Sir Richard Hotham's tender of the York for a ſixth voyage be not accepted;

Reſolved, That this Court do agree in opinion with the ſaid Committee.

The Committee of Shipping in another report dated this day, now read, ſubmitting to the Court, as their opinion, that Mr. Robert Batſon's tender of a ſhip about 900 tons for two voyages, at £21. to China, and for two other voyages at £20. per ton to

China, or propoſing to ſell the ſhip to the Company at £12. 10. per ton, be not accepted;

Reſolved, That this Court do agree in opinion with the ſaid Committee.

The Committee of Shipping in a further report dated this day, now read, ſubmitting to the Court, as their opinion, that the launching the new ſhips in the room of the Naſſau and Royal Charlotte may be poſtponed, if the Owners chooſe it, till within one month of the time they ſhall, by Charter-Party, be ordered afloat;

Reſolved, That this Court do agree in opinion with the ſaid Committee.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 24th June, 1789.

On reading a letter from Jeremy Sneyd, Eſq. ſtating the peculiar ſituation of the Owners of the Lanſdown, and, therefore, requeſting ſhe may be taken up for the Company's ſervice agreeably to the tender; Vide App. No. 1056.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 24th June, 1789.

An eſtimate of the expences and earnings of a ſhip of 1200 tons, at the freight of £16. per ton to China, prepared in conſequence of this Committee's orders of the 17th inſt. being laid before the Committee; it was, upon conſidering the ſame, Vide App. No. 1057.

Reſolved, That Mr. Chriſtopher be deſired to deliver in an eſtimate of the expected receipts and expences upon his ſhips in their different voyages, drawn out upon the plan of the above eſtimate; that a copy thereof, with blanks for the ſeveral ſums, be tranſmitted him for that purpoſe; and,

Draught of a letter being prepared accordingly, was read and approved. Vide App. No. 1058.

The Committee took into conſideration the letter from the Managing Owners of the ſhip Lanſdown, tendering her for a voyage to China, at £21. per ton; Madras and China at £22. per ton; and to all other parts at £23. per ton; and in all other reſpects, on the ſame terms and conditions as the Lord Walſingham and Marquis of Lanſdown; alſo, a letter on the ſubject from Jeremy Sneyd, Eſq. referred this day; and the Committee reported, as their opinion, that the Court are precluded from taking up the ſaid ſhip by the 55th By-Law. Vide App. No. 1049. Vide App. No. 1056. Vide App. No. 1059.

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AT A COURT OF DIRECTORS,

Held on Thurſday the 24th June, 1789.

A letter from Henry Hinde Pelly, Eſq. dated this day, ſignifying that the Managing Owners of Shipping agree to the terms of freight and demorage offered by the Company for this ſeaſon, was read.

On a motion,

Ordered, That it be referred to the Committee of Correſpondence, to conſider the number of ſhips proper to be taken up for the Company's ſervice the enſuing ſeaſon, and to report.

Vide App. No. 1060. On reading a letter from Mr. Robert Batſon, requeſting the Court's permiſſion for his ſhip to be received into the Company's ſervice, on condition of his agreeing with the Managing Owner of one of the ſhips ſtanding next in turn for that purpoſe;

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

The Committee of Shipping, in a report dated this day, now read, offering to the Court, as their opinion, that the Court are precluded from taking up the ſhip Lanſdown by the 55th By-Law;

Reſolved, That this Court do agree in opinion with the ſaid Committee.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 1ſt July, 1789.

Vide App. No. 1061. On reading the requeſt of Peter Eſdaile, Eſq. that the new ſhip building on the bottom of the Halſewell may be built forty-two feet broad, inſtead of the breadth preſcribed by the Court;

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 15th July, 1789.

Vide App. No. 1060. The Committee conſidered the reference of Court of the 24th ultimo, on a letter from Mr. Robert Batſon, requeſting the Court's permiſſion for his ſhip to be received on the bottom of one of the ſhips in the Company's ſervice, on condition of his agreeing with the Owners of one of the ſhips ſtanding next in turn for that purpoſe; and reported their opinion to the Court, that his requeſt be not complied with.

The Committe alſo made the following report to the Court, viz.

Vide App. No. 1061. Purſuant to reference of Court of the 1ſt inſt. on the requeſt of Peter Eſdaile, Eſq. that the new ſhip building on the bottom of the Halſewell may be built forty-two feet broad, inſtead of the breadth

breadth prescribed by the Court. The Committee have to observe, that the additional breadth of one foot will increase the tonnage from 1198 to 1267 tons, and as the tonnage of the Halsewell, and the other four ships to be built for the season, 1790, were fixed by the Court on the 2d April last at 1100 to 1200 tons, the Committee are of opinion, that Mr. Esdaile's request cannot consistently, with that order, be complied with.

AT A COURT OF DIRECTORS,

Held on Wednesday the 15th July, 1789.

A report from the Committee of Shipping dated this day, being read,

Resolved, That the request of Peter Esdaile, Esq. that the new ship building on the bottom of the Halsewell, may be built forty-two feet broad, instead of the breadth prescribed by the Court, be not complied with.

AT A COURT OF DIRECTORS,

Held on Friday the 17th July, 1789.

On reading a report from the Committee of Shipping, dated the 15th inst.

Resolved, That the request of Mr. Robert Batson for his ship to be received on the bottom of one of the ships in the Company's service, on condition of his agreeing with the Owner of one of the ships standing next in turn for that purpose, be not complied with.

On a motion,

Ordered, That the Clerk to the Committee of Shipping do prepare a list of ships with the quantity of tonnage now employed in the Company's service.

AT A COURT OF DIRECTORS,

Held on Wednesday the 22d July, 1789.

A list of ships, with the quantity of tonnage now employed in the Company's service, was laid before the Court, and read. Vide App. No. 1062.

On reading a letter from Godfrey Thornton, Esq. signifying that the Owners of the ship Admiral Barrington would be willing to let her again on freight to the Company; but that in case she be not so employed, they request the ship's accounts may be made up, and the balance due thereon paid; Vide App. No. 1063.

Ordered, That the said letter be referred to the Committee of Private Trade, to examine and report.

AT A COMMITTEE OF CORRESPONDENCE,

The 24th July, 1789.

Pursuant to reference of Court of the 24th ult. the Committee took into consideration the proper number of ships to be entertained in the Company's service the ensuing season.

And

And the Committee offer it to the Court, as their opinion, that thirty-one ſhips, including the Company's ſhip Sir Edward Hughes, be entertained for the enſuing ſeaſon.

AT A COURT OF DIRECTORS,

Held on Friday the 24th July, 1789.

A report from the Committee of Correſpondence dated this day, being read;

Reſolved, That thirty-one ſhips, including the Company's ſhip Sir Edward Hughes, be entertained for the enſuing ſeaſon.

AT A COMMITTEE OF PRIVATE TRADE,

On Wedneſday the 29th July, 1789.

Vide App. No. 1063.

Purſuant to a reference of Court of the 22d inſt. on a letter from Godfrey Thornton, Eſq. ſignifying that the Owners of the ſhip Admiral Barrington would be willing to let her again on freight to the Company if wanted; but in caſe ſhe be not employed in that way, they are deſirous to ſettle all accounts that relate to her, and requeſting the Court would order the freight account to be finiſhed, and pay them the balance, yet remaining due to them.

The Committee conſidered the ſaid letter; and reports of this Committee of the 16th April, 1788, and 22d April, 1789, being read, and obſerving that the Court have lately, on an application from the Owners of another ſhip under ſimilar circumſtances with the Admiral Barrington, declined complying with their requeſt for a preference in the ſettlement of the account, the Committee

Agreed, To report the above circumſtance to the Court, and to ſubmit, as the opinion of the Committee, that the Admiral Barrington's account be adjuſted in turn according to her arrival at her moorings in the river as uſual, and not before.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 29th July, 1789.

Vide App. No. 1064.

On reading the requeſt of Mr. John Fiott for leave to build a ſhip for the Company's ſervice, on the bottom of the Hartwell;

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

The Committee of Private Trade, in a report dated this day, now read, ſubmitting to the Court, as their opinion, that the freight account of the ſhip Admiral Barrington be adjuſted in turn according to her arrival at her moorings in the river, as uſual, and not before;

Reſolved, That this Court do approve the ſaid report.

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AT A COMMITTEE OF SHIPPING,

On Thurſday the 6th Auguſt, 1789.

Letter from Mr. William Chriſtopher, dated the 26th June, ſtating, in anſwer to the letter which was written him by this Committee's order of the 24th of that month, that he thinks it cannot poſſibly be of any uſe to the Company to be informed of all his calculations, was read; as was alſo Mr. Chriſtopher's former letter, dated 27th May laſt; and

Vide App. No. 1065.
Vide App. No. 1059.
Vide App. No. 1051.

The letters from Mr. Thompſon and Mr. Fiott, referred 12th June and 29th ult. ſeverally offering to build ſhips for the Company's ſervice, being likewiſe read,

Vide App. No. 1053. No. 1064.

Reſolved, That as the buſineſs contained in thoſe papers is, in this Committee's opinion, of the greateſt importance to the Eaſt-India Company, it be therefore recommended, that the conſideration thereof be taken up by the Court of Directors;

And the ſame was reported to the Court as follows, viz.

The ſeveral letters from Mr. Chriſtopher, Mr. Thompſon, and Mr. Fiott, which were referred by the Court on the 5th and 12th June, and 29th ult. having been laid before this Committee, offering to build ſhips for the Company's ſervice on the terms therein ſeverally mentioned; the Committee beg leave to recommend, that the conſideration of the papers before-mentioned, being a buſineſs of the greateſt importance to the Eaſt-India Company, be taken up by the Court of Directors.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 12th Auguſt, 1789.

The Committee of Shipping in a report, dated the 6th inſt. now read, recommending that the ſeveral letters from Mr. Chriſtopher, Mr. Thompſon, and Mr. Fiott, referred to the Committee, offering to build ſhips for the Company's ſervice, be taken up by the Court;

Reſolved, That the ſaid report do lie for conſideration until the firſt Court in November next.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 20th Auguſt, 1789.

The Committee ſubmitted, as their opinion, in a report to the Court, that the direct China ſhips ſhould be ordered to remain at Graveſend 20 days each, and all the other ſhips 30 days each; but that it appears unneceſſary in the Committee's opinion, that any of the ſhips ſhould be required to lay in the Downs for the Company's diſpatches.

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AT A COURT OF DIRECTORS,

Held on Wedneſday the 26th Auguſt, 1789.

The Committee of Shipping in a report, dated the 20th inſt. now read, ſubmitting to the Court, that the direct China ſhips ſhould be ordered to remain at Graveſend 20 days each, and all the others 30 days each; but that it appears unneceſſary, in their opinion, that any of the ſhips ſhould be required to lie in the Downs for the Company's diſpatches.

Reſolved, That this Court do approve the ſaid report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 2d September, 1789.

Vide App. No. 1066.

On reading the requeſt of Captain George Thomſon, that a ſhip, tendered by Mr. Moffat, on the bottom of the Calcutta, may not be taken up for the Company's ſervice;

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 2d September, 1789.

The following report was made to the Court, viz.

Vide App. No. 1066.

The Committee having taken into conſideration the reference of Court of this day, on the memorial of Captain George Thomſon, deſiring, for the reaſons therein-mentioned, that a ſhip tendered on the bottom of the Calcutta, by Mr. Moffat, may not be taken up; the Committee have to obſerve, that Captain Thomſon has before preſented two memorials, nearly ſimilar to the preſent, on which the Committee reported their opinion the 20th October, 1785, and 8th July, 1788, but neither time in favor of the prayer of the memorial; and as the Court on the 16th and 23d July, 1788, on reports from this Committee of the 8th and 23d of that month, reſolved, that in conſequence of Mr. Moffat having produced a paper, ſigned by ſeveral living Owners of the late ſhip Calcutta holding ſhares to the amount of $\frac{1}{2}\frac{7}{2}$, and by the executors of deceaſed Owners to the amount of $\frac{7}{32}$ more, authorizing Mr. Moffat to build a ſhip on that bottom, Mr. Moffat be permitted to tender a ſhip of 800 tons burthen, in the room of, and with the order of turn in which the late ſhip Calcutta ſtands to be taken up; this Committee now report, that they ſee no reaſon to recommend it to the Court to depart from that opinion.

Vide App. No. 537. No. 982.

AT

AT A COURT OF DIRECTORS,

Held on Wedneſday the 2d September, 1789.

The Committee of Shipping, in a report dated this day, now read, ſtating that the Court having on the 16th and 23d July, 1788, on a report from this Committee, reſolved, that in conſequence of Mr. Moffat having produced a paper, ſigned by ſeveral living Owners of the late ſhip Calcutta, holding ſhares to the amount of $\frac{17}{32}$, and by the executors of deceaſed Owners to the amount of $\frac{4}{32}$ more, authorizing Mr. Moffat to build a ſhip on that bottom, Mr. Moffat be permitted to tender a ſhip of 800 tons, in the room and in the order of turn in which the late ſhip Calcutta ſtands to be taken up; and the Committee offering as their opinion, that they ſee no reaſon to recommend to the Court to depart from the ſaid reſolution.

Reſolved, That this Court do agree in opinion with the ſaid Committee.

AT A COMMITTEE OF CORRESPONDENCE,

The 9th September, 1789.

The Committee ſubmit to the Court, as their opinion, that the following ſhips be taken up for the Company's ſervice the enſuing ſeaſon, viz.

Ships.	Tons.	Commanders.
The Queen -	801	Captain Peter Douglas
Earl Fitzwilliam	803	James Dundas
Prince W^m^. Henry	803	Ralph Dundas
Princeſs Amelia	808	George Millett
Rodney -	772	Allen Chatfield
William Pitt -	798	Charles Mitchell
Warren Haſtings	786	John P. Larkins
Hawke - -	799	Richard Pennell
Barwell -	796	Thomas Welladvice
Earl of Abergavenny	1160	John Wordſworth
Francis - -	789	Robert Burrowes
Oſterley - -	775	Joſeph Clarkſon
Foulis - -	765	George Blachford
New ſhip -	1238	Joſiah Pryce
Minerva -	798	Robert Fairfull
Triton -	800	William Agnew
New ſhip -	1238	William Mackintoſh
Belvedere -	986	
Ceres - -	1180	
Woodcot - -	802	Ninian Lewis
New ſhip -	800	William Thomſon
Admiral Hughes	957	
Marq. of Lanſdown	647	David Tolmé
Princeſs Royal -	805	James Horncaſtle
Worceſter -	798	John Hall
Hillſborough -	764	Ed. Coxwell
Royal Admiral -	914	Eſſex Henry Bond
Earl Talbot -	767	John Woolmore
Bellmont -	769	William Dick Gamage
Lord Walſingham	559	
Henry Dundas	802	Angus M'Nab

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AT A COURT OF DIRECTORS,

Held on Wedneſday the 9th September, 1789.

Vide App. No. 1067, 1068.

On reading a letter from Mr. Loughnan, encloſing the conſent of the Owners of the ſhip Neptune, for him to build a new ſhip in her room, for which he requeſts the Court's permiſſion;

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 10th September, 1789.

Vide App. No 1069.

Mr. Ferguſon's report of the progreſs of the ſhips building for the Company's ſervice, dated the 9th inſt. was laid before the Committee.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 16th Septmber, 1789.

On reading a report from the Committee of Correſpondence, dated the 9th inſt.

Reſolved by the ballot, That the following ſhips be taken up for the Company's ſervice the enſuing ſeaſon, viz.

Ships.	Tons.	Commanders.
The Queen - -	801	Captain Peter Douglas
Earl Fitzwilliam	803	James Dundas
Prince W^m. Henry	803	Ralph Dundas
Princeſs Amelia -	808	George Millett
Rodney - -	772	Allen Chatfield
William Pitt -	798	Charles Mitchell
Warren Haſtings -	786	John Paſcal Larkins
Hawke - -	799	Richard Pennell
Barwell - -	796	Thomas Welladvice
Earl of Abergavenny	1160	John Wordſworth
Francis - -	789	Robert Burrowes
Oſterley - -	775	Joſeph Clarkſon
Foulis - -	765	George Blachford
New ſhip -	1238	Joſiah Pryce
Minerva - -	798	Robert Fairfull
Triton - -	800	William Agnew
New ſhip - -	1238	William Mackintoſh
Belvedere - -	986	
Ceres - -	1180	
Woodcot - -	802	Ninian Lewis
New ſhip -	800	William Thomſon
Admiral Hughes -	957	
Marq. of Lanſdown	647	David Tolmé
Princeſs Royal -	805	James Horncaſtle
Worceſter - -	798	John Hall
Hillſborough -	764	Edward Coxwell
Royal Admiral	914	Eſſex Henry Bond

Earl

Ships.	Tons.	Commanders.
Earl Talbot -	767	Capt. John Woolmore
Bellmont -	769	W. Dick Gamage
Lord Walſingham	559	
Henry Dundas -	802	Angus M'Nab

AT A COMMITTEE OF SHIPPING,

On Friday the 16th October, 1789.

It being neceſſary that ſome alterations ſhould be made in the Charter-Party, in conſequence of the Court having reſolved, at this Committee's recommendation on the 20th of Auguſt laſt, that the ſhips ſhould ſtay at Graveſend the 10 days, which they were formerly permitted to remain in the Downs.

Reſolved, That the following words be expunged from the ſecond page of the Charter-Party, in the 40th line "at the Downs," and "from thence"; in the 42d line "within"; in the 43d line "days after ſuch"; and in the 47th line "the end of the ſaid "days"; and that the following words be added in the ſame page, viz. Vide App. No. 826.

In the 42d line "before or on"; and in the 47th line "ſuch "her arrival in the Downs".

The paragraph ſo altered being as follows, was then read and approved, viz.

"And that the ſaid ſhip being furniſhed, provided, ſupplied, "fitted, victualled, and manned, as herein is mentioned, wind and "weather permitting, the reſtraint of his Majeſty, his heirs or "ſucceſſors, and detention by the ſaid Company as aforeſaid, ex-"cepted, ſhall ſail to and arrive in the Downs by the "day of and ſhall immediately after her diſpatch "ſail on her intended voyage, as hereafter is mentioned; but "if the ſaid United Company ſhall not give the ſaid ſhip her diſ-"patches before or on her arrival in the Downs, the ſaid ſhip "being ſo fully fitted, victualled, manned, furniſhed, and pro-"vided as aforeſaid, and ready to ſail, then they ſhall pay or "allow unto the ſaid Part-Owners and Maſter demorage after the "rate of a day from ſuch her arrival in the "Downs, unto the time the ſaid ſhip ſhall be ſo diſpatched."

AT A COURT OF DIRECTORS,

Held on Friday the 16th October, 1789.

Letter from Captain George Thomſon, dated this day, was read, and ordered to lie on the table. Vide App. No. 1070.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 28th October, 1789.

Letter from Mr. George Thomſon, dated the 24th inſt. reſpecting his right to build on the bottom of the ſhip Calcutta, was read. Vide App. No. 1071.

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AT A COURT OF DIRECTORS,

Held on Wedneſday the 4th November, 1789.

On a motion,

Ordered, That the further conſideration of the report from the Committee of Shipping, dated the 6th Auguſt laſt, reſpecting the letters from Mr. Chriſtopher, Mr. Thompſon, and Mr. Fiott be poſtponed till Wedneſday next, the 11th inſt.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 11th November, 1789.

On a motion,

Ordered, That the further conſideration of the report from the Committee of Shipping, dated the 6th Auguſt laſt, reſpecting the letters from Mr. Chriſtopher, Mr. Thompſon, and Mr. Fiott be poſtponed till Wedneſday next, the 18th inſt.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 18th November, 1789.

Vide App. No. 1072, 1073.

On reading the requeſt of Robert Preſton, Eſq. that the ſhip William Pitt may be permitted to go the enſuing voyage, without ſtripping off the copper;

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

On a motion,

Ordered, That the report from the Committee of Shipping, reſpecting the tenders of Mr. Chriſtopher and others, be taken into further conſideration on Wedneſday, the 13th January next.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 16th December, 1789.

Vide App. No. 1074.

On reading the requeſt of John Clements, Eſq. that freight may be paid on the real meaſurement of the ſhip Royal Charlotte, and not on the tonnage inſerted in her Charter-Party.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 22d December, 1789.

Vide App. No. 1074.

The Committee have conſidered the reference of Court of the 16th inſt. on a letter from John Clements, Eſq. ſtating that the Cuſtom-houſe meaſurement of the Royal Charlotte exceeds that inſerted in the Charter-Party eight tons, and expreſſing his hope,

that the Court will pay for the real meaſurement, and the Committee reported, as their opinion, that as the meaſurement of this ſhip has been certified by Mr. Charles Chatfield, a ſworn meaſurer, to be 1252$\frac{8}{94}$, ſhe cannot be conſidered by the Court as of a larger burthen.

AT A COURT OF DIRECTORS,

Held on Tueſday the 22d December, 1789.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the meaſurement of the ſhip Royal Charlotte having been certified by Mr. Charles Chatfield, a ſworn meaſurer, to be 1252$\frac{8}{94}$, the ſhip cannot be conſidered by this Court as of a larger burthen.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 6th January, 1790.

On reading a letter from Mr. W. Chriſtopher, dated 1ſt inſt. aſſuring the Court, that he will not, either directly or indirectly, ſell the command or other patronage of any ſhips he may be permitted to build for the Company's ſervice; Vide App. No. 1075.

Ordered, That the ſaid letter be referred to the conſideration of the Committee of Shipping.

The requeſt of Robert Williams, Eſq. that the lower deck of the Hindoſtan may be ſtowed in the ſame manner as was permitted to the Ceres and other large ſhips of the ſeaſon 1787, being read, Vide App. No. 1076.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 13th January, 1790.

The Committee taking into conſideration the reference of Court of the 6th inſt. on the letter from Mr. William Chriſtopher, aſſuring the Court that he will not, either directly or indirectly, ſell the command or other patronage of any ſhips he may be permitted to build for the Company's ſervice; the Committee reported to the Court, that they preſume this letter ſhould more properly be referred to the Committee of the whole Court, to be taken up when the Committee reſume the conſideration of the requeſts for building ſhips. Vide App. No. 1075.

AT

AT A COURT OF DIRECTORS,

Held on Wedneſday the 13th January, 1790.

Vide App. No. 1077. 1078. On reading the requeſt of Donald Cameron, Eſq. that the ſhip Earl Talbot may be permitted to go her enſuing voyage without ſtripping off the copper;

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 13th January, 1790.

Vide App. No. 1072. 1073. Purſuant to the Court's reference of the 18th inſt. the Committee have conſidered the requeſt of Robert Preſton, Eſq. that the ſhip William Pitt may be permitted to go the enſuing voyage without ſtripping off the copper; and encloſing, in ſupport of ſuch claim, a letter from Mr. John Perry and Co. ſtating, that in the preſence of the Company's officers they have examined the bottom of that ſhip, and are of opinion the repairs neceſſary for her enſuing voyage may be performed without ſtripping off the copper; and Mr. Snodgraſs, on being examined by the Committee, having concurred in the above repreſentation, the Committee recommended that Mr. Preſton's requeſt be complied with.

Vide App. No 1077, 1078. In purſuance of the Court's reference of this day, the Committee have conſidered the requeſt of Donald Cameron, Eſq. that the ſhip Earl Talbot may be permitted to go the enſuing voyage without ſtripping off the copper; and encloſing, in ſupport of ſuch claim, a letter from Mr. John Perry and Co. ſtating, that in the preſence of the Company's officers they have examined the bottom of that ſhip, and are of opinion, the repairs neceſſary for her enſuing voyage may be performed without ſtripping off the copper; and Mr. Snodgraſs, on being examined by the Committee, having concurred in the above repreſentation, the Committee recommended that Mr. Cameron's requeſt be complied with.

Vide App: No. 1076. The Committee conſidered the requeſt of Robert Williams, Eſq. that the lower deck of the Hindoſtan may be ſtowed in the ſame manner as was permitted to the Ceres, and other large ſhips of the ſeaſon, 1787, and recommended to the Court that the ſame be complied with.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 13th January, 1790.

A report from the Committee of Shipping dated this day, being read,

Reſolved, That the letter from Mr. William Chriſtopher, read in Court the 6th inſt. and referred to the Committee of Shipping, be referred to a Committee of the whole Court, to be taken up when the Committee reſume the conſideration of the requeſts for building ſhips.

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On a motion,

Ordered, That the report from the Committee of Shipping reſpecting the tenders of Mr. Chriſtopher and others, be taken into further conſideration on Thurſday the 28th inſt.

Two reports from the Committee of Shipping dated this day, being read,

Reſolved, That the ſhips Earl Talbot and William Pitt be permitted to proceed on their reſpective voyages without ſtripping off the copper.

Reſolved, That leave be given for the lower deck of the Hindoſtan to be ſtowed in the ſame manner as was permitted to the Ceres and other large ſhips of the ſeaſon, 1787.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 27th January, 1790.

Letter from Thomas Newte and William Fraſer, Eſqrs. dated this day, requeſting that the Owners of Shipping who have ſolicited orders to rebuild in rotation, may be permitted to ſee the terms, and under what regulations the ſhips are tendered, which tenders have cauſed a ſuſpenſion of orders for rebuilding the ſhips in rotation, was read. Vide App. No. 1079.

Draft of the Secretary's letter in reply thereto, was read and approved. Vide App. No. 1080.

AT A COURT OF DIRECTORS,

Held on Friday the 29th January, 1790.

The Court, upon a motion, proceeding according to order, to take into further conſideration the report from the Committee of Shipping, reſpecting the tenders of Mr. Chriſtopher and others, the following particulars were read, viz.

Letter from Thomas Newte and William Fraſer, Eſqrs. dated the 28th inſt. tendering as many ſhips as the Court may want for next ſeaſon, on a reduced freight, if that ſhould appear reaſonable and juſt, and alſo offering to rebuild the ſhips in rotation. Vide App. No. 1081.

Minutes of Court of the 13th inſt.

The Secretary's letter to Meſſrs. Thomas Newte and William Fraſer, dated the 27th inſt. Vide App. No. 1080.

Letters from Mr. William Chriſtopher, dated the 27th May laſt, and 1ſt inſt. No. 1051, 1075.

Mr. Robert Thompſon, dated the 12th June, 1789. No. 1053.

Mr. John Fiott, dated the 22d July, 1789. No. 1064.

Mr. Anthony Brough, dated the 20th June, 1786. No. 714, 720.

It was then, on a motion,

Ordered, That it be referred to an open Committee of Shipping to take into conſideration the moſt proper mode of ſtowing the Company's ſhips, and to report; and alſo to propoſe ſuch other regulations reſpecting the ſame as they ſhall ſee fit.

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AT A COMMITTEE OF SHIPPING,

On Tueſday the 2d February, 1790.

The Committee having in conſequence of the reference of Court of the 29th ult. taken into conſideration the proper mode of ſtowing the Company's ſhips, reported their opinion, that notwithſtanding the clauſe in the Charter-Party enjoining that no goods be ſtowed in any other part than the hold, and on the lower deck abaft the pump-well, it may be proper to allow ſhips of 900 tons meaſurement and upwards to ſtow goods on their lower decks from the ſtern to the after-part of the main-maſt, and from the fore-part of the beam before the main-hatchway to the fore-part of the beam before the fore-hatchway, ſtrong and ſufficient bulkheads being erected at the after-part of the main-maſt, the fore-part of the main-hatchway, and from ſide to ſide at the fore-part of the fore-hatchway, leaving the fore-part of the fore-hatchway open, and that the other ſides be trunked up.

That the cables be coiled in the ſpace between the fore-part of the main-hatchway and the bulkhead abaft the main-maſt.

That ſhips under 900 tons meaſurement be allowed to ſtow goods on the lower deck, from the ſtern to the after-part of the well, agreeably to Charter-Party, and that they be further allowed to ſtow goods between the fore-part of the main-hatchway, and the after-part of the fore-hatchway, ſtrong and ſufficient bulkheads being erected at the after-part of the well, the fore-part of the main and after-part of the fore-hatchways.

That the cables be ſtowed in the ſpace between the after-part of the well, and the fore-part of the main-hatchway.

And that thoſe parts on the lower decks of all ſhips, in general, where goods are allowed to be ſtowed, be properly dunnaged with billet wood, or battens one inch and a half thick, with ſuch other precautions as to the Commanders may appear neceſſary.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 3d February, 1790.

Vide App. No. 1082. Letter from Mr. Robert Thompſon, aſſuring the Court that he will not ſell the command of the ſhip tendered by him for the Company's ſervice, was read.

A report from the Committee of Shipping, dated the 2d inſt. being read,

Reſolved, That notwithſtanding the clauſe in Charter-Party enjoining that no goods be ſtowed in any other part of the Company's ſhips than the hold, and on the lower deck abaft the pump-well, permiſſion be given to ſtow goods on the lower decks of ſhips of 900 tons meaſurement and upwards, from the ſtern to the after-part of the main-maſt, and from the fore-part of the beam before the main-hatchway to the fore-part of the beam before the fore-hatchway, ſtrong and ſufficient bulkheads being erected at the after-part of the main-maſt, the fore-part of the main-hatchway, and from ſide to ſide at the fore-part of the

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fore-hatchway, leaving the fore-part of the fore-hatchway open, and that the other ſides be trunked up.

That the cables be coiled in the ſpace between the fore-part of the main-hatchway, and the bulkhead abaft the main-maſt.

That ſhips under 900 tons meaſurement be allowed to ſtow goods on the lower deck, from the ſtern to the after-part of the well, agreeably to Charter-Party; and that they be further allowed to ſtow goods between the fore-part of the main-hatchway, and the after-part of the fore-hatchway, ſtrong and ſufficient bulkheads being erected at the after-part of the well, the fore-part of the main and after-part of the fore-hatchways.

That the cables be ſtowed in the ſpace between the after-part of the well and the fore-part of the main-hatchway.

And that thoſe parts on the lower decks of all ſhips, in general, where goods are allowed to be ſtowed, be properly dunnaged with billet wood, or battens one inch and an half thick, with ſuch other precautions as to the Commanders may appear neceſſary.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 10th February, 1790.

Mr. Ferguſon's report of the progreſs of ſhips building for the Company's ſervice, dated this day, was laid before the Committee. Vide App. No. 1083.

AT A COURT OF DIRECTORS,

Held on Friday the 19th February, 1790.

On reading a letter from Mr. William Richards, jun. requeſting leave to build a ſhip for the Company's ſervice next ſeaſon, to be tendered on the terms therein-mentioned; Vide App. No. 1084.

Ordered, That the ſaid letter be referred to the conſideration of the Committee of Shipping.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 3d March, 1790.

On a motion,

Ordered, That it be referred to the Committee of Shipping, to conſider the propriety of employing ſhips five voyages, or more, in the Company's ſervice, and to report their opinion thereon.

Draft of the Secretary's letter to Mr. Chriſtopher, and others, was read and approved. Vide App. No. 1085.

AT A COURT OF DIRECTORS,

Held on Friday the 5th March, 1790.

On ſeveral motions,

Ordered, That the proper officers do prepare and lay before this Court an eſtimate of the expences attending a ſhip of 800 tons built

built for the Company's ſervice, from the time of laying the keel till the time of her ſailing from the Downs; alſo,

A ſimilar eſtimate for a ſhip of 1200 tons; and,

Calculate of the probable gains of ſhips of the tonnage above-mentioned for four and ſix voyages.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 10th March, 1790.

The Committee taking into conſideration the reference of Court of the 3d inſt. on the propriety of employing ſhips five voyages, or more, and Mr. Snodgraſs being called in and examined thereon, the Committee made the following report to the Court, viz.

The Court having, on the 3d inſt. referred it to this Committee to conſider the propriety of employing ſhips five voyages, or more, in the Company's ſervice, the Committee do report, that, from the experience of late years, ſhips will run three voyages without ſtripping off their ſheathing; and, if this practice ſhould become general (except in particular caſes which might require earlier repairs, and of which the Company's officers muſt always be the proper judges) there is little doubt but ſhips which make the outfit of the fourth voyage, the ſtripping or repairing voyage may, with great ſafety, perform ſix voyages in the Company's ſervice. If this permiſſion was once eſtabliſhed, and the 39th By-Law ſuſpended for that purpoſe, it would be an encouragemet to the Owners to give their ſhips, in the ſtripping voyage, a moſt ſubſtantial repair; the Committee have further to obſerve, that the preſent reſtriction on ſhips on their fifth voyage is, that they ſhall be taken up for China direct, probably from an idea that they are not ſo perfectly ſecure and ſtrong, or ſo well calculated, upon that account, for a rich cargo from Bengal or the Coaſt; the ſame reſtriction will, of courſe, operate if they ſhould be employed on the ſixth; but the Committee ſubmit, whether ſhips on their fifth voyages may not be taken up for any parts of India or China, but ſhips on their ſixth voyages always to be direct China ſhips.

Vide App. No. 987.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 10th March, 1790.

The two following eſtimates prepared in purſuance of the order of Court of the 5th inſt. were laid before the Court, viz.

Vide App. No. 1086.

Eſtimate of the charge of building, outfit, and ſundry other expences on a ſhip of 1200 tons burthen, alſo the amount of receipts for freight during ſix voyages to and from China, at £21. per ton for the builders meaſurement, and admitting the ſhip to bring 300 tons of ſurplus tonnage at half freight; this eſtimate likewiſe calculates that each voyage will be performed in fourteen months, and the ſix voyages completed in twelve years.

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Eſtimate of the charge of building, outfit, and ſundry other expences on a ſhip of 755 tons burthen; alſo its receipts for freight during ſix voyages to and from China, at £23. 10s. per ton, for the builders meaſurement, and admitting the ſhip to bring 70 tons of ſurplus tonnage at half freight; this eſtimate likewiſe calculates that each voyage will be performed in 14 months, and the ſix voyages in 12 years. Vide App. No. 1087.

The Committee of Shipping in a report, dated this day, now read, ſtating their opinion, that from the experience of late years, ſhips will run three voyages without ſtripping off their ſheathing, and if this practice ſhould become general (except in particular caſes which might require earlier repairs, and of which the Company's officers muſt always be the proper judges) there is little doubt but ſhips which make the outfit of the fourth voyage, the ſtripping or repairing voyage, may with great ſafety perform ſix voyages in the Company's ſervice; that if this permiſſion were once eſtabliſhed, and the 39th By-Law ſuſpended for that purpoſe, it would be an encouragement to the Owners to give their ſhips in the ſtripping voyage a moſt ſubſtantial repair; that the preſent reſtriction on ſhips on their fifth voyage is, that they ſhall be taken up for China direct, probably from an idea that they are not ſo perfectly ſecure and ſtrong, or ſo well calculated upon that account for a rich cargo from Bengal, or the Coaſt, that the ſame reſtriction will of courſe operate, if they ſhould be employed on the ſixth; but the Committee ſubmit, whether ſhips on their fifth voyages may not be taken up for any parts of India or China; ſhips, however, on their ſixth voyages always to be direct China ſhips.

Reſolved, That this Court do approve the ſaid report, and that it be recommended to the next Quarterly General Court to ſuſpend the 39th By-Law for the purpoſes therein-mentioned.

AT A COURT OF DIRECTORS,

Held on Thurſday the 11th March, 1790.

On a motion,

Ordered, That Meſſrs. Newte and Fraſer be requeſted to tranſmit to this Court an eſtimate of the charge of building, outfit, and ſundry other expences on a ſhip of 755 tons burthen; alſo

A ſimilar eſtimate on a ſhip of 1200 tons, on the conditions mentioned in the eſtimates laid before the Court on the 10th inſt.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 17th March, 1790.

Letter from Mr. Ferguſon, reporting the progreſs of ſhips building for the Company's ſervice, was read. Vide App. No. 1088.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 17th March, 1790.

Vide App. No. 1089. Letter from Mr. Robert Thompſon, dated this day, being read, renewing his offer of building a ſhip of 1200 tons, for the Company's ſervice, with the exceptions therein particularized;

Reſolved, That Mr. Thompſon's propoſals not being conformable to the regulations eſtabliſhed by this Court, the ſame cannot be taken into conſideration.

Vide App. No. 1090. On reading a letter from John Fiott, Eſq. ſtating that he agrees to the terms under which the Court are willing to give him leave to build a new ſhip, and abides by his former tender of £20. per ton to China direct, and will conform to the By-Laws, and conditions, as for other ſhips in the ſervice, with this explanation, to make choice of a Commander for ſuch new ſhip as he ſhall build, from ſuch Commanders as may be unemployed, or ſuch other officers in the Company's ſervice as are deemed qualified to have ſuch command: alſo that he diſclaims the idea of any actual right to build on the bottom of any ſhip; not conceiving himſelf thereby precluded from making application to any future Court for leave to build hereafter, if they ſhall think he has merited it at their hands.

Ordered, That the ſaid letter be referred to the conſideration of the Committee of the whole Court.

Vide App. No. 1091. The Company's Maſter-Attendant laid before the Court an eſtimate of building, and the expence of fitting out a new ſhip of 800 tons burthen, with proviſions and ſtores for 110 men for 14 months, ſuitable to the Company's ſervice, at the preſent market prices; alſo

Vide App. No. 1092. A ſimilar eſtimate for a ſhip of 1200 tons, prepared purſuant to the order of Court of the 5th inſt.

AT A COURT OF DIRECTORS,

Held on Friday the 19th March, 1790.

Vide App. No. 1093. Letter from Mr. William Chriſtopher, dated the 16th inſt. being read, ſtating the terms on which he is ready to build three ſhips for the Company's ſervice;

Reſolved, That Mr. Chriſtopher's propoſals not being conformable to the regulations eſtabliſhed by this Court, the ſame cannot be taken into conſideration.

Vide App. No. 1094, 1095, 1096, 1097. On reading a letter from Thomas Newte and William Fraſer, Eſqrs. dated the 17th inſt. accompanying eſtimates of the charge of building and outfit of ſhips, and ſtating their obſervations thereon.

Ordered, That the ſaid letter and eſtimates be referred to the conſideration of the Committee of Shipping.

AT

AT A COMMITTEE OF SHIPPING,

On Tueſday the 23d March, 1790.

The Committee having taken into conſideration the reference of Court of the 19th ult. on a letter from Mr. William Richards, junior, requeſting leave to build a ſhip for the Company's ſervice next ſeaſon, to be tendered on the uſual terms and regulations allowed by the Company, reported as their opinion, that the ſame be not complied with. Vide App. No. 1084.

AT A COURT OF DIRECTORS,

Held on Tueſday the 23d March, 1790.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the requeſt of Mr. William Richards, junior, for leave to build a ſhip for the Company's ſervice next ſeaſon, to be tendered on the uſual terms and regulations allowed by the Company, be not complied with.

On reading the petition of Captains Alexander Montgomerie of the Beſborough, Allen Cooper of the Atlas, and Charles Drummond of the Glatton, praying they may be permitted to build their ſhips to ſail in the ſeaſon 1791. Vide App. No. 1098.

Ordered, That the ſaid petition be referred to the Committee of Shipping, to examine and report.

AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND, TRADING TO THE EAST-INDIES,

Held on Wedneſday the 24th March, 1790.

The Chairman acquainted the Court, that it is appointed at this Court to conſider of ſuſpending the 39th By-Law, that ſhips may be permitted to go more than four voyages.

The 39th By-Law was read; alſo Vide App. No. 987.

The reſolution of the Court of Directors of the 10th inſtant.

The Chairman then moved the Court, that the 39th By-Law be ſuſpended, ſubject to the confirmation of a future General Court;

Which, on the queſtion, was carried in the affirmative.

AT A COURT OF DIRECTORS,

Held on Thurſday the 25th March, 1790.

On reading the requeſt of Richard Lewin, Eſq. for leave to build on the bottom of the Vanſittart; Vide App. No. 1099.

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT

AT A COMMITTEE OF THE WHOLE COURT,

The 26th March, 1790.

The Committee took into conſideration the following eſtimates of the charge of building, outfit, and ſundry other expences, on ſhips of 1200 and 755 tons, as prepared by the Company's officers and the Managing Owners of Shipping, viz.

Vide App. No. 1086. Eſtimate of the charge of building, outfit, and ſundry other expences on a ſhip of 1200 tons burthen; alſo the amount of receipts for freight during ſix voyages to and from China, at £21. per ton, for the builders meaſurement, and admitting the ſhip to bring 300 tons of ſurplus tonnage at half freight; this eſtimate likewiſe calculates, that each voyage will be performed in 14 months, and the ſix voyages compleated in 12 years; alſo

Vide App. No. 1087. A like eſtimate of a ſhip of 755 tons burthen, at £23. 10s. per ton freight, and to bring home 70 tons of ſurplus tonnage at half freight, prepared by Mr. Coggan, and laid before the Court of Directors the 10th inſtant.

Vide App. No. 1097. Eſtimate of the expence attending the outfit of a ſhip of the burthen of 1200 tons, calculated at £13. builders price per ton, and which ſhip is coppered, for ſix voyages to China direct, at £21. per ton, allowing the ſhip to bring a ſurplus of 300 tons at half freight, the voyage to be performed in 14 months, and the whole ſix voyages in 12 years; alſo

Vide App. No. 1095, 1096. A ſimilar eſtimate of a ſhip of 755 tons, at £23. 10s. per ton, and to bring a ſurplus of 70 tons at half freight, preſented by the Committee of Managing Owners the 19th inſtant.

Ordered, That the proper officer do prepare and lay before this Committee, an eſtimate of the outfit and earnings of a ſhip of 1200 tons, under the ſeveral articles of which the Owners ſtatement is compoſed, with the following alterations, viz.

Inſurance to be allowed at £8. 8s. per cent.

Intereſt to the Owners - 6. 0s. ditto, to be covered in all reſpects.

Length of the voyage to be 15 months.
For damages and ſhort delivery, £300.
Surplus tonnage, 250 tons.
Rate of freight, £21. per ton.

Reſolved, That the Owners be deſired to prepare and deliver in a ſimilar eſtimate; and

Meſſrs. Newte, Slater, Williams, and Fraſer, a Committee of Managing Owners attending, were called in, and were acquainted with the above reſolution.

Reſolved, That Francis Baring, Eſq. the Honorable William Elphinſtone, Abraham Robarts, and John Smith, Eſqrs. be, and they are hereby deſired to meet the Committee of Owners at this houſe on Tueſday next, the 30th inſt. at 10 o'clock.

Ordered, That the Secretary do acquaint the Owners with the ſaid reſolution, and deſire their attendance accordingly.

EAST-INDIA HOUSE, 30th March, 1796.

THE COMMITTEE, APPOINTED BY THE COMMITTEE OF THE WHOLE COURT, ON THE 26TH INSTANT, TO MEET THE MANAGING OWNERS RESPECTING THE ESTIMATES OF THE EXPENDITURE AND EARNINGS OF A SHIP OF 1200 TONS,

T. Newte,
W. Fraſer,
Gilb. Slater,
R. Williams

Now met for that purpoſe, and the Owners mentioned in the margin being with the Committee, delivered an eſtimate drawn out agreeably to the reſolution of the 26th inſt. No. 1100.

Eſtimate, prepared by Mr. Coggan, to the end of the firſt voyage; alſo Vide App. No. 1101,

Eſtimates, by Captain Oliver, of the outfits for the firſt, ſecond, third, fourth, fifth, and ſixth voyages, were likewiſe laid before the Committee. No. 1102. No. 1103.

And, upon comparing the two eſtimates, it was agreed, that Captain Oliver having charged the difference only between the filling and coppering, inſtead of the full expence of coppering, is ſhort in his eſtimate about £600. and that the Owners, by calculating the building at £13. inſtead of £12. 10ſ. had made an exceſs of £600. it was therefore ſettled upon the whole, that the outfit of the firſt voyage ſhould be eſtimated at £26400.*

It was further agreed, that the under-mentioned allowances ſhould be made, and that the ſtatement of the firſt voyage ſhould ſtand thus:

Outfit, after deducting impreſs paid by the Company,	£26400
Intereſt on the above ſum for two years, at £6. per cent.	3168
Inſurance on the outfit, and to cover the premium, being £28820. at 8 guineas per cent.	2420
Intereſt on the premium, 12 months, at £6. per cent.	145
Wages for 130 men, at £203. per month, for 13 months	2639
Commanders diſburſements	2000
Clearing in the river	500
Damage and ſhort delivery	300
Reſpondentia intereſt, at £30. per cent. on £406. for two months abſence, advanced by the Huſband	121
Towards the inſurance on intereſt	100
Towards the reſpondentia intereſt home, on a part of the Commander's diſburſements	117
Impreſs which has been deducted from the groſs outfit	3000
Carried over	£40910

* Captain Oliver's eſtimate £27490
Copper ſhort 600
Impreſs and river pay 812
Stock 500
£29402
Impreſs from the Company 3000
£26402

Owners eſtimate £27000
Exceſs in building 600
£26400

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Brought over -		£40910
Freight on 1200 tons, at £21. per ton -	£25200	
250 ſurplus at 10. 10ſ. - -	2625	
		27825
Balance to be carried to 2d voyage - -		£13085

The Committee and Owners then proceeded to ſettle the amount of the outfits of the ſecond and following voyages, but as there appeared a very material difference in the amount given in by the Owners, and the account delivered by the Company's officers, the Owners were deſired to prepare a detailed account on the plan of Captain Oliver's, to which thoſe gentlemen having aſſented, the conference was adjourned to a future day.

EAST-INDIA HOUSE, 6th April, 1790.

AT A COMMITTEE, APPOINTED BY THE COMMITTEE OF THE WHOLE COURT, THE 26TH MARCH, 1790.

W. Fraſer, T. Newte, Gilb. Slater, Eſqrs.

The Committee reſuming the adjourned conſideration of the reference of the Committee of the whole Court, on the 26th of laſt month, reſpecting the expenditure and earnings of a ſhip of 1200 tons, were now met by the Managing Owners mentioned in the margin, and thoſe gentlemen having produced ſeveral papers of the actual diſburſements on ſhips of about 800 tons burthen, it was, after a converſation of ſome length, and a minute inveſtigation of the ſeveral accounts, and the Owners being withdrawn,

Reſolved, That admitting the outfit of a ſmall ſhip, according to the Owners ſtatement, to be about - - £9000
It will be proper to allow about one-fifth more for the additional expences of the large ſhip - - 1800

£10800
From which, deducting the Company's impreſs - 3000

£7800

That this Committee are therefore of opinion that the outfit of the ſecond voyage of a large ſhip ſhould be eſtimated at £7500.

That the other voyages, calculated upon nearly the ſame principle, be eſtimated as follows, viz.

The third voyage -	£ 8500
fourth - -	12000
fifth - -	8000
ſixth - -	8500

each of the above, excluſive of impreſs paid by the Company.

That intereſt be calculated on the outfit of each voyage for two years, at £6. per cent.

Inſurance on the outfit, and to cover the premium at 8 guineas per cent. and

Intereſt on the premium, 12 months, at £6. per cent.

That

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That the following particulars allowed by the Committee on the firſt voyage be carried to the debit ſide of the account of each other voyage, viz.

Wages - - - -	£2639
Commanders diſburſements - - -	2000
Clearing in the river - - - -	500
Damage and ſhort delivery - - -	300
Reſpondentia intereſt on 2 months abſence - -	121
Towards inſurance on intereſt - - -	100
Towards reſpondentia on part of the Commander's diſburſements - - - -	117
Impreſs which was deducted from groſs outfit -	3000
	£8777

The Owners being again called in, were acquainted with the above, and deſired to meet the Committee on Thurſday next.

EAST-INDIA HOUSE, 8th April, 1790.

AT A COMMITTEE, APPOINTED BY THE COMMITTEE OF THE WHOLE COURT, THE 26TH MARCH, 1790.

The Owners whoſe names are mentioned in the margin, now meet the Committee, and having delivered two eſtimates, with a memorial in explanation of one of them, a ſhort conference enſued thereon, and the Owners being withdrawn, the Committee made the following report to the Court, viz.

Vide App. No. 1104, 1105, 1106.

W. Fraſer, T. Newte, Gilb. Slater, Robert Williams, Eſqrs.

The Committee, appointed by the Committee of the whole Court, on the 26th ult. to meet the Managing Owners, having had ſeveral meetings with thoſe gentlemen on the buſineſs referred to them, and having very minutely inveſtigated a variety of papers which have been laid before the Committee by the Owners and the Company's officers, have agreed that the following data ſhould be eſtabliſhed for forming the eſtimates of the expenditure and earnings of a ſhip of 1200 tons, for a voyage to China direct, viz.

That the outfit of the 1ſt voyage be eſtimated at £26,400

2d - - -	7,500
3d - - -	8,500
4th - - -	12,000
5th - - -	8,000
6th - - -	8,500

Each of the above, excluſive of the impreſs paid by the Company, and the eſtimates, in other reſpects, on the plan directed by the Committee of the whole Court, on the 26th ult.

On theſe principles the Committee have ordered an eſtimate to be drawn out by the proper officer; which has been prepared accordingly, the Owners have likewiſe drawn out an eſtimate at the Committee's deſire, on the ſame data, both of which are now laid before the Court.

Vide App. No. 1107. No. 1104.

The Owners, however, have drawn out another eſtimate formed on different principles, and accompanied the ſame with a memorial

Vide App. No. 1105, 1106.

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morial in explanation of their ſtatement, theſe papers are likewiſe ſubmitted to the conſideration of the Court.

On this eſtimate from the Owners, the Committee have to obſerve, that it differs from that prepared by the Committee's directions in the following inſtances, viz.

The repairing voyage is eſtimated on the third outfit.

Their eſtimate is not carried on to the end of the ſix voyages.

The amount of the firſt outfit is increaſed £600.

They have made an addition of £100. for clearing in the river, and £200. for damage and ſhort delivery.

The Owners ſuppoſe their ſhips to remain at home two years in the courſe of five voyages.

They reckon the intereſt of their money employed at the rate of 7½ per cent. inſtead of 6 per cent. and

They eſtimate the ſurplus tonnage at 150 tons only.

The particular reaſons for thoſe ſeveral alterations, are ſtated in their memorial.

On the other hand, the Owners have computed intereſt on the balance of the account No. 1. [i. e. 1104.] when in favor of the ſhip, which intereſt the Committee have not eſtimated.

AT A COURT OF DIRECTORS,

Held on Thurſday the 8th April, 1790.

The Committee, appointed by the Committee of the whole Court, in a report dated this day, ſtating the data which they have agreed ſhould be eſtabliſhed for forming the eſtimates of the expenditure and earnings of a ſhip of 1200 tons for a voyage to China; alſo laying before the Court eſtimates drawn out by the proper officers and Managing Owners of Shipping on thoſe data, together with another eſtimate formed by the Owners upon different principles, accompanied by a memorial in explanation thereof;

Ordered, That the ſaid report and the papers therein referred to, be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF SHIPPING,

On Friday the 9th April, 1790.

Vide App. No. 1108.

Mr. Ferguſon's report of the progreſs of ſhips building for the Company's ſervice, dated the 8th inſt. was laid before the Committee.

AT A COURT OF DIRECTORS,

Held on Friday the 9th April, 1790.

The report from the Committee appointed by the Committee of the whole Court, which was read in Court the 8th inſt. being again read, together with the ſeveral papers therein referred to,

And

And the Court having maturely deliberated upon the ſubject of freight to be paid the large ſhips in the Company's employ;

It was moved, and on the queſtion,

Reſolved, That it appears to this Court that the freight of the large ſhips to China direct, ought to be reduced to £20. per ton.

And to Bombay and China, and Fort St. George and China to - - - - - £21. per ton.

Draft letter to Meſſrs. Newte and Fraſer, was read and approved. Vide App. No. 1109.

AT A COURT OF DIRECTORS,

Held on Tueſday the 13th April, 1790.

The petitions of Captains Montgomerie, Cooper and Drummond, read in Court the 23d March laſt, being again read, Vide App. No. 1098.

It was moved, and on the queſtion,

Reſolved, That leave be given to build three ſhips not exceeding 1200 tons each, on the bottoms of the ſhips Beſborough, Atlas and Glatton, for the autumn of 1792, and on the freights ſettled by this Court on the 9th inſt. and that if they exceed that tonnage they be chartered only for 1200 tons.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 21ſt April, 1790.

On reading a letter from Meſſrs. Newte and Fraſer, dated the 20th inſt. ſignifying the acquieſcence of the Owners of Shipping, in the Court's reſolution for reducing the freights to China, Bombay and China, and Fort St. George and China; alſo, Vide App. No. 1110.

Letter from Mr. Robert Thompſon, dated this day, ſignifying his aſſent to the terms on which alone the Court have acquainted him he can have permiſſion to build a ſhip for the Company's ſervice; Vide App. No. 1111.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF THE WHOLE COURT,

The 23d April, 1790.

The Committee took into conſideration the reference of laſt Court, on the letter from Meſſrs. Newte and Fraſer, dated the 20th inſtant, ſignifying the acquieſcence of the Owners of Shipping, in the Court's reſolution for reducing the freights to China, Bombay and China, and Fort St. George and China, on the terms therein-mentioned. Vide App. No. 1110.

The ſaid letter was read, and the further conſideration of the ſame was adjourned till Wedneſday next.

AT A COMMITTEE OF THE WHOLE COURT,

The 30th April, 1790.

Vide App. No. 1110. The Committee took into conſideration a letter from Meſſrs. Newte and Fraſer, dated the 20th inſt. ſtating that the Owners accede to the terms of freight, as mentioned in the Secretary's letter of the 9th inſt. provided the Court will inſure to them that the ſhips ſhall perform ſix voyages in 12 years, and have 250 tons of ſurplus tonnage.

The reſolution of the Court of Directors of the 9th inſt. reſpecting the freight, was read; alſo

Vide App. No. 1109, 1110. Letter from the Secretary to Meſſrs. Newte and Fraſer, dated the ſame day, with their reply of the 20th inſt.

It was moved, "that this Court do comply with the terms of "the letter from Meſſrs. Newte and Fraſer, dated the 20th inſt."

And the queſtion thereon being put, it paſſed in the negative.

Draft of a letter to be written by the Secretary to Meſſrs. Newte and Fraſer, ſignifying that the Court cannot acquieſce in the latter part of their letter of the 20th inſt. and conſider the ſame in no other light than accepting the terms offered by the Court on the 9th inſt. was read and approved.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 5th May, 1790.

Vide App. No. 1113. On reading a letter from Meſſrs. Camden, Calvert, and King, dated this day, tendering two new ſhips for the Company's ſervice, on the terms therein-mentioned; alſo

Vide App. No. 1114. Letter from Meſſrs. Thomas Newte and William Fraſer, dated this day, ſignifying that the Owners of the three ſhips now in rotation to be built, will communicate to the Court their acquieſcence to the terms propoſed by the Court for building on the old bottoms.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

Vide App. No. 1115. On reading a letter from Donald Cameron, Eſq. ſignifying that he has given orders for building a ſhip on the bottom of the Atlas, upon the terms of the Courts permiſſion for that purpoſe, alſo

Vide App. No. 1116, 1117. Letter from Alexander Montgomerie, Eſq. on behalf of the Owners of the late ſhip Beſborough, ſubmitting to the Court's approbation, James Fearns, Eſq. as the Managing Owner of the ſhip to be built on her bottom; and

Vide App. No. 1118. Letter from Mr. Fearns, ſignifying that orders are given for building a new ſhip on the bottom of the Beſborough, on the terms of the Court's permiſſion for that purpoſe.

Ordered, That the ſaid letters be referred to the Committee of Shipping, to examine and report.

AT

AT A COMMITTEE OF SHIPPING,

On Friday the 7th May, 1790.

Letter from Captain Coggan, dated the 1ſt inſt. accompanying an eſtimate of the expence of building, outfit, and other charges of an Eaſt-India ſhip, being read; and Vide App. No. 1119, 1120.

An account of the difference of expence of building and fitting out a ſhip between the years 1789 and 1790, being laid before the Committee, the following report was made to the Court, viz. Vide App. No. 1121.

The Court having, on the 4th September, 1783, ordered, "that the Committee of Shipping do prepare an eſtimate of the "expence of building, outfit, and other charges of an Eaſt-India "ſhip fit for ſea, and that the ſame be laid before the Court the "firſt week in May every year." The Committee, in conſequence thereof, do report, that an eſtimate has been prepared accordingly, by the Maſter-Attendant, and that the ſame, upon the preſent prices, amounts to £21097.

The preſent eſtimate, dated the 1ſt inſt. and ſigned by the Maſter-Attendant, accompanies this report, and is ſubmitted to the conſideration of the Court. Vide App. No. 1120.

The following reports were alſo made to the Court, viz.

The Committee having taken into conſideration the reference of Court of the 5th inſt. on a letter from Captain Montgomerie, encloſing the conſent of the majority of the Owners of the late ſhip Beſborough, to the amount of $\frac{12}{16}$, for his building a ſhip upon that bottom, and Captain Montgomerie propoſing, by virtue of that authority, James Fearns, Eſq. for Managing Owner of the new ſhip, the Committee offer, as their opinion, that Mr. Fearns, be accepted as Managing Owner accordingly. Vide App. No. 1116, 1117.

The Committee having taken into conſideration the reference of Court of the 5th inſt. on the letter from James Fearns, Eſq. ſignifying that he agrees to build a ſhip in the room of the Beſborough, for the ſeaſon 1792, not exceeding 1200 tons burthen, on the freights ſettled by the Court on the 9th of laſt month; and as the conſent of the majority of Owners has been delivered in for that purpoſe, the Committee are of opinion, that Mr. Fearns be deſired to lay before the Court the propoſed length of keel for tonnage, Vide App. No. 1118.

The extreme breadth of the beam,
Depth of the hold,
Height between the different decks,
Height of the round-houſe, at the fore and after-parts, and
Depth in the waiſt.

(The ſcantlings of the principal timbers being conformable to the regulations of Court, for ſhips of that burthen).

Alſo to ſignify the intended number and nature of the guns the ſhip is to carry, in order that the Court may come to a determination, and give the neceſſary directions on thoſe points agreeably to the 56th By-Law. Vide App. No. 1020.

AT A COURT OF DIRECTORS,

Held on Friday the 7th May, 1790.

The Committee of Shipping by a report, dated this day, now read, ſubmitting to the Court "an eſtimate of the expence of "building, outfit, and other charges of an Eaſt-India ſhip fit "for ſea."

The ſame was read.

Two other reports from the Committee of Shipping, dated this day, being read,

Reſolved, That James Fearns, Eſq. be accepted as Managing Owner of the new ſhip to be built on the bottom of the Beſborough.

Reſolved, That Mr. Fearns be deſired to lay before the Court, an account of the propoſed length of keel of the ſaid ſhip for tonnage,

The extreme breadth of the beam,
Depth of the hold,
Height between the different decks,
Height of the round-houſe at the fore and after-parts, and
Depth in the waiſt.

(The ſcantlings of the principal timbers being conformable to the regulations of Court for ſhips of that burthen).

Alſo to ſignify the intended number and weight of the guns' the ſhip is to carry, in order that the Court may come to a determination, and give the neceſſary directions on thoſe points, agreeably to the 56th By-Law.

Vide App. No. 1122. On reading a letter from Richard Neave, Eſq. ſignifying that he intends building a ſhip on the bottom of the Glatton, agreeably to the terms of the Court's permiſſion.

Ordered, That it be referred to the conſideration of the Committee of Shipping.

Vide App. No. 1123. On reading a letter from Meſſrs. Mure, Atkinſon and Mure, requeſting the Court to ſuſpend their permiſſion to Captain Montgomerie, to build on the bottom of the Beſborough.

Ordered, That the Secretary do write to thoſe gentlemen, acquainting them, that ſuch permiſſion was granted previous to the receipt of their letter.

AT A COURT OF DIRECTORS,

Held on Monday the 10th May, 1790.

Vide App. No. 1124. On reading a letter from Mr. James Fearns, ſtating the dimenſions of the ſhip to be built by him on the bottom of the Beſborough,

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wednesday the 12th May, 1790.

The Committee considered the reference of Court of the 10th inst. on the letter from James Fearns, Esq. stating the proposed dimensions of a new ship to be built in the room of the Besborough, and reported as their opinion, that Mr. Fearns have leave to build a ship on that bottom, to be commanded by Captain Alexander Montgomerie of the following dimensions, viz. Vide App. No. 1124.

	Feet.	Inches.
Length of keel for tonnage - -	132	0
Extreme breadth from out to out of a 4 inch plank	42	0
Burthen in tons - - 1238$\frac{5}{94}$		
Depth in hold - - - -	17	0
Height between the lower and middle decks	6	4
middle and upper decks -	6	6
Ditto round-house forward - -	6	4
abaft - -	6	6
Depth of the waist - - - -	3	10

That the scantlings of the timbers, and the inside stuff, be precisely the same for this ship as those recommended for the Southampton, in this Committee's report of the 22d April, 1789.

That the keel be laid at such time as the Owners shall approve, so that allowing 18 months, agreeably to the 56th By-Law, the ship shall be launched in the month of September, 1792, but if not launched by that time, to lose her turn for the season 1792; and if the keel should not be laid in the month of March, 1792, and the ship launched before the end of September, 1793, the Besborough be pronounced a lapsed bottom, and thrown entirely out of the service. Vide App. No. 1020.

That she carry 20 twelve-pounders, and 6 six-pounders.

That agreeably to the order of Court of the 9th ult. the new ship be freighted at £20. per ton to China, and in the usual proportions to other parts, and that she be chartered at 1200 tons only.

Pursuant to reference of Court of the 7th inst. the Committee considered the letter from Richard Neave, Esq. signifying that he agrees to build a ship in the room of the Glatton for the season 1792, of 1200 tons burthen, on the freights settled by the Court on the 9th of last month; and the Committee reported as their opinion, that Mr. Neave be desired to deliver in the consent of the majority of living Owners of the ship Glatton; also the proposed length of keel for tonnage, Vide App. No. 1122.

The extreme breadth from out to out of a 4 inch plank,
Depth of the hold,
Height between the different decks,
Height of the round-house, at the fore and after-parts, and
Depth in the waist.

The scantlings of the principal timbers being conformable to the regulations of Court for ships of that burthen.

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Alſo to ſignify the intended number and nature of the guns the ſhip is to carry, in order that the Court may come to a determination, and give the neceſſary directions on thoſe points, agreeably to the 56th By-Law.

Vide App. No. 1020.

The Committee having taken into conſideration the reference of Court of the 5th inſt. on the letter from Donald Cameron, Eſq. that he agrees to build a ſhip in the room of the Atlas, for the ſeaſon 1792, of about 1200 tons burthen, on the freights ſettled by the Court on the 9th of laſt month; the Committee reported as their opinion, that Mr. Cameron be deſired to deliver in the conſent of the majority of living Owners of the late ſhip Atlas; alſo

Vide App. No. 1115.

The propoſed length of keel for tonnage,
Extreme breadth from out to out of a 4 inch plank,
Depth of the hold,
Height between the different decks
Height of the round-houſe, at the fore and after-parts, and
Depth in the waiſt.

The ſcantlings of the principal timbers being conformable to the regulations of Court for ſhips of that burthen).

Alſo to ſignify the intended number and nature of the guns the ſhip is to carry, in order that the Court may come to a determination, and give the neceſſary directions on thoſe points, agreeably to the 56th By-Law.

Vide App. No. 1020.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 12th May, 1790.

Three reports from the Committee of Shipping, dated this day, eing read,

Reſolved, That Donald Cameron, and Richard Neave, Eſquires, be ſeverally deſired to deliver in the conſent of the majority of living Owners of the late ſhips Atlas and Glatton to their building new ſhips on thoſe bottoms; alſo

The propoſed length of keel for tonnage,
Extreme breadth from out to out of a 4 inch plank,
Depth of the hold,
Height between the different decks,
Height of the round-houſe, at the fore and after-parts, and
Depth in the waiſt.

The ſcantlings of the principal timbers being conformable to the regulations of Court for ſhips of 1200 tons burthen.

Alſo to ſignify the intended number and nature of the guns each ſhip is to carry, in order that the Court may come to a determination, and give the neceſſary directions on thoſe points, agreeably to the 56th By-Law.

Reſolved, That James Fearns, Eſq. have leave to build a ſhip on the bottom of the Beſborough, to be commanded by Captain Alexander Montgomerie, of the following dimenſions, viz.

Length

	Feet.	Inches.
Length of the keel for tonnage - -	132	0
Extreme breadth from out to out of a 4 inch plank	42	0
Burthen in tons - - 1238$\frac{57}{94}$		
Depth in hold - - -	17	0
Height between the lower and middle decks -	6	4
middle and upper decks -	6	6
Ditto round-houſe forward, - -	6	4
abaft - -	6	6
Depth of the waiſt - - -	3	10

That the ſcantlings of the timbers, and the inſide ſtuff, be preciſely the ſame for this ſhip as thoſe recommended for the Southampton, in the Committee's report of 22d April, 1789.

That the keel be laid at ſuch time as the Owners ſhall approve; ſo that allowing 18 months, agreeably to the 56th By-Law, the ſhip ſhall be launched in the month of September, 1792, but if not launched by that time, to loſe her turn for the ſeaſon 1792; and that if the keel ſhould not be laid in the month of March, 1792, and the ſhip launched before the end of September, 1793, the Beſborough be pronounced a lapſed bottom, and thrown entirely out of the ſervice.

That ſhe carry 20 twelve-pounders, and 6 ſix-pounders.

That agreeably to the order of Court of the 9th ult. the new ſhip be freighted at £20. per ton to China, and in the uſual proportions to other parts, and that ſhe be chartered at 1200 tons only.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 19th May, 1790.

On reading a letter from Meſſrs. Camden, Calvert, and King, dated this day, requeſting to know, whether their offer to build two new ſhips for the Company's ſervice, will be accepted; Vide App. No. 1125.

Ordered, That the ſame be referred to the conſideration of a Committee of the whole Court.

On reading a letter from Donald Cameron, Eſq. ſtating the dimenſions of a ſhip which he propoſes to build on the bottom of the Atlas, with the names of the majority of the Owners; Vide App. No. 1126, 1127.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 27th May, 1790.

The Committee having, purſuant to reference of Court of the 19th inſt. conſidered the letter from Donald Cameron, Eſq. enclоſing the conſent of the majority of the Owners of the Atlas, for his building a ſhip on that bottom, and alſo ſtating the propoſed dimenſions of the new ſhip, recommended to the Court, that Mr. Cameron have leave to build a ſhip on that bottom accordingly, Vide App. No. 1126. 1127.

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cordingly, to be commanded by Captain Allen Cooper, of the following dimenſions, viz.

	Feet.	Inches.
Length of keel for tonnage - -	130	0
Extreme breadth from out to out of a 4 inch plank	42	0
Burthen in tons - - 1219$\frac{74}{94}$		
Depth in the hold - - - -	17	0
Height on the lower deck - - -	6	4
gun deck - - -	6	6
Height in the round-houſe fore-part - -	6	4
after-part - -	6	6
Depth in the waiſt - - -	3	10

That the ſcantlings of the timbers, and the inſide ſtuff, be preciſely the ſame for this ſhip as thoſe recommended for the Southampton, in this Committee's report of the 22d April, 1789.

Vide App. No. 1020. That the keel be laid at ſuch time as the Owners ſhall approve, ſo that allowing 18 months, agreeably to the 56th By-Law, the ſhip ſhall be launched in the month of September, 1792, but if not launched by that time, to loſe her turn for the ſeaſon 1792; and if the keel ſhould not be laid in the month of March, 1792, and the ſhip launched before the end of September, 1793, the Atlas be pronounced a lapſed bottom, and thrown entirely out of the ſervice.

That ſhe carry 20 twelve-pounders, and 6 ſix-pounders.

That agreeably to the order of Court of the 9th ult. the new ſhip be freighted at £20. per ton to China, and in the uſual proportions to other parts, and that ſhe be charterd at 1200 tons only.

AT A COURT OF DIRECTORS,

Held on Thurſday the 27th May, 1790.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That Donald Cameron, Eſq. have leave to build a ſhip on the bottom of the Atlas, to be commanded by Captain Allen Cooper, of the dimenſions and on the terms and conditions therein-mentioned.

That agreeably to the order of Court of the 9th ult. the new ſhip be freighted at £20. per ton to China, and in the uſual proportions to other parts, and that ſhe be chartered at 1200 tons only.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 2d June, 1790.

Vide App. No. 1128. On reading a letter from John Fiott, Eſq. requeſting that he may be permitted to build a new ſhip on the bottom of the Hartwell, on the terms and conditions already ſettled by the Court;

And the queſtion thereon being put,

The ſame paſſed in the negative.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 16th June, 1790.

On reading a letter from Jeffrey Jackſon, Eſq. requeſting that the ſhip Manſhip may be permitted to proceed the enſuing voyage, without ſtripping off the copper. Vide App. No. 1129, 1130.

Ordered, That the ſaid letter be deferred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 23d June, 1790.

On a motion,

Ordered, That tenders for ſhips to be entertained in the Company's ſervice the enſuing ſeaſon, be received on Wedneſday the 14th July next; and that notice thereof be given, agreeably to the draft of a publication now read and approved, viz.

"Eaſt-India Houſe, 23d June, 1790.

"The Court of Directors of the United Company of Merchants of England, trading to the Eaſt-Indies, do hereby give notice: That they are ready to receive propoſals at any time on or before Wedneſday, the 14th July next, from any perſons, on what terms and conditions they are willing to let their ſhips to China, and all parts of India, for the enſuing ſeaſon, to be chartered at builders meaſurement, and the kintledge to be conſidered as part thereof; each propoſal being made by two of the Owners and Captain, in writing, expreſſing therein the tonnage of the ſhip; and that the ſame be ſeverally ſealed up and left with the Secretary, in order to be laid before the Court."

AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND, TRADING TO THE EAST-INDIES,

Held on Wedneſday the 23d June, 1790.

The Chairman moved the Court to confirm the reſolution of the General Court of the 24th March laſt, viz.

That the ſuſpenſion of the 39th By-Law be confirmed. Vide App. No. 987.

And the queſtion thereon being put, the ſame paſſed in the affirmative.

AT A COURT OF DIRECTORS,

Held on Friday the 2d July, 1790.

Vide App. No. 1131. On reading a letter from Mr. John Fiott, ſtating the reaſons on which he grounds his requeſt, that the Court will explain to him the motives on which they reſolved not to comply with his late application for leave to build a ſhip on the bottom of the Hartwell.

Ordered, That the ſaid letter be referred to the conſideration of a Committee of the whole Court.

AT A COMMITTEE OF THE WHOLE COURT,

The 9th July, 1790.

Vide App. No. 1131. The Committee took into conſideration the reference of Court of the 2d inſt. on reading a letter from John Fiott, Eſq. ſtating the reaſons on which he grounds his requeſt, that the Court will explain to him the motives on which they reſolved not to comply with his late application, for leave to build a ſhip on the bottom of the Hartwell.

The following particulars were read;

Vide App. No. 1085. No. 1090. Letter to Mr. Fiott, dated 5th March laſt, and his reply of the 10th following.

The following queſtion being moved and ſeconded,

"That the application of Mr. Fiott to build a ſhip on the bottom of the Hartwell be reconſidered."

The ſame paſſed in the negative.

AT A COURT OF DIRECTORS,

Held on Friday the 9th July, 1790.

Vide App. No. 1132. On reading a letter from Richard Lewin, Eſq. requeſting leave to build a new ſhip on the bottom of the Vanſittart, for the ſeaſon 1790, and that a reaſonable compenſation may be made to the Owners for the loſs of the ſhip;

Vide App. No. 1133, 1134. Alſo the requeſt of Mr. John Mavor, that the ſhip Roſe may be permitted to proceed another voyage without her ſheathing being ſtripped off.

Ordered, That the ſaid letter and requeſt be referred to the Committee of Shipping, to examine and report.

The Chairman reported, that the Committee of the whole Court had, on mature deliberation, reſolved, that the application of John Fiott, Eſq. for leave to build a ſhip on the bottom of the Hartwell be not reconſidered.

Reſolved, That this Court do agree in opinion with the ſaid Committee.

Vide App. No. 1135. On reading a letter from Thomas Newte and William Fraſer, Eſqrs. offering all the ſhips now at home, and that may arrive, for

for the uſe of the Company; but requeſting the Court will defer a final concluſion as to the rate of freight.

Reſolved, That the Secretary do acquaint Meſſrs. Newte and Fraſer, that the Court expect the tenders of ſhips to be made in the uſual manner.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 14th July, 1790.

Purſuant to reference of Court of the 16th ult. the Committee have conſidered the requeſt of Jeffery Jackſon, Eſq. that the ſhip Manſhip may be permitted to proceed the enſuing voyage without ſtripping off the copper; and encloſing, in ſupport of ſuch claim, a letter from Meſſrs. Wells, ſtating that they have examined the bottom of that ſhip, and are of opinion, the repairs neceſſary for her enſuing voyage may be performed without ſtripping off the copper; and Mr. Snodgraſs, on being examined by the Committee, having concurred in the above repreſentation, the Committee recommended to the Court, that Mr. Jackſon's requeſt be complied with. Vide App. No 1129. 1130.

The Committee have conſidered the Court's reference of the 9th inſt. on the requeſt of Mr. John Mavor, that the ſhip Roſe may be permitted to proceed another voyage without her ſheathing being ſtripped off; and encloſing, in ſupport of ſuch claim, a letter from Meſſrs. Wells, ſtating that they have examined the bottom of that ſhip, and are of opinion, the repairs neceſſary for her enſuing voyage may be performed without ſtripping off the copper; and Mr. Snodgraſs, on being examined by the Committee, having concurred in the above repreſentation, the Committee recommended to the Court, that Mr. Mavor's requeſt be complied with. Vide App. No. 1133. 1134.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 14th July, 1790.

Letter from Thomas Newte, Eſq. dated this day, ſignifying that the tenders of ſhips, for the Company's ſervice, will be preſented as ſoon as poſſible, was read. Vide App. No. 1136.

Two reports from the Committee of Shipping, dated this day, being read,

Reſolved, That the ſhips Manſhip and Roſe, be permitted to proceed the enſuing voyage, without ſtripping off the copper.

The following tenders of the ſhips under-mentioned, for the enſuing ſeaſon, being opened and read, viz.

The Albion	The Roſe
Contractor	Ganges
Airly Caſtle	Phœnix
Lord Hawkeſbury	Middleſex
Manſhip	General Coote
Kent	Boddam and

New ſhip in the room of the True Briton.

And it being obſerved that the following words are inſerted in the ſaid tenders, viz. "Or any additional expences which have ariſen, "or may ariſe, in conſequence of the preſent unſettled ſtate of "public affairs", and the Court objecting to the ſaid clauſe,

Ordered, That the tenders be returned to the Managing Owners of Shipping, to be amended.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 21ſt July, 1790.

Vide App. No. 1099, 1132.

Letters from Richard Lewin, Eſq. referred the 25th March, and 9th inſt. requeſting leave to build a new ſhip on the bottom of the Vanſittart, for 1790, and that a reaſonable compenſation may be made to the Owners for the loſs of that ſhip, were read; and the Committee, after debating thereon for ſome time, adjourned the further conſideration to Friday next; and

Ordered, That the Solicitor do attend on that day.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 21ſt July, 1790.

Vide App. No. 1137.

On reading a letter from William Fraſer, Gilbert Slater, and William Luſhington, Eſqrs. dated the 19th inſt. ſtating their wiſh to meet the Chairman and Deputy Chairman this morning, if convenient, to confer with them reſpecting the tendering of the ſhips to the Company the enſuing ſeaſon;

It was moved, and on the queſtion,

Reſolved, That the Managing Owners be called in and informed by the Chairman, that the Court expect a ſpecific propoſition as to the peace freight; and, that a ſeparate tender be made for each ſhip, with a reſervation in caſe of a war, in the terms of the tenders of laſt year.

Thoſe gentlemen were then called into Court and acquainted therewith, and after being heard on the ſubject they withdrew.

It was then, on a motion,

Reſolved, That the further conſideration of the above-mentioned buſineſs be poſtponed till Wedneſday the 4th Auguſt next.

AT A COMMITTEE OF SHIPPING,

On Friday the 23d July, 1790.

Vide App. No. 1199, 1132.

The Committee reſuming the conſideration of the letters from Richard Lewin, Eſq. which were read on the 21ſt inſt. requeſting leave to build on the bottom of the Vanſittart; and,

Vide App. No. 1138.

Letter from Captain Leſtock Wilſon, dated this day, ſignifying that the Managing Owners of the ſhips Atlas and Glatton, conſent to the Vanſittart's building for 1791; and that the ſentiments of the Owners of the Beſborough and Neptune cannot be, at preſent, obtained, on account of the abſence of ſeveral of thoſe gentlemen, being read,

A motion

A motion was made, that leave be given to Richard Lewin, Eſq. to build a ſhip on the bottom of the Vanſittart, for the ſeaſon 1791, and that it be recommended to the next General Court of proprietors, to ſuſpend the 53d and 54th By-Laws for that purpoſe. Vide App. No. 1139, 1140.

And on the queſtion being put accordingly; the ſame paſſed in the negative.

The Committee then made the following report to the Court;

The Committee having taken into conſideration the references of Court of the 25th March laſt and 9th inſt. on two letters from Richard Lewin, Eſq. in the former, requeſting leave on behalf of the Owners of the late ſhip Vanſittart, to build a ſhip on her bottom for 1790; and the latter, ſtating that the Owners conceive that the loſs of the ſhip aroſe from her having been employed on a dangerous and unprecedented ſervice; they hope the Court will make them ſuch compenſation as may be deemed reaſonable; the Committee are of opinion, that the requiſitions contained in Mr. Lewin's letters be not complied with.

AT A COURT OF DIRECTORS,

Held on Friday the 23d July, 1790.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the requeſt of Richard Lewin, Eſq. for leave to build a ſhip on the bottom of the late ſhip Vanſittart for 1790; and alſo his requeſt, that the Company will allow the Owners of that ſhip a compenſation for her loſs, be not complied with.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 4th Auguſt, 1790.

On reading the Memorial of Captain Leſtock Wilſon, in explanation of his conduct while Commander of the late ſhip Vanſittart, and praying permiſſion to build a ſhip in her room, for the ſervice of the year 1791. Vide App. No. 1141.

Ordered, That it be referred to the Committee of Shipping, to examine and report.

On a motion,

Reſolved, That this Court will, on Wedneſday next, receive tenders of ſhips for the Company's ſervice, and take into conſideration the terms of freight proper to be given.

AT A COURT OF DIRECTORS,

Held on Wedneſday the th Auguſt, 1790.

Letter from Mr. John Fiott, ſtating further obſervations in ſupport of his application, for leave to build a ſhip on the bottom of the Hartwell, was read, and ordered to lie upon the table. Vide App. No. 1142.

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Vide App. No. 1143.

The tenders of the following ſhips were now opened and read, viz.

The Sulivan - -	Captain Robert Pouncy
Middleſex - -	John Rogers
Phœnix - -	Alexander Gray
Roſe - -	J. Hamilton Dempſter
Deptford - -	John Gerrard
Kent - -	Richard Hardinge
Eſſex - - -	John Strover
Duke of Montroſe -	Joſeph Dorin
Melville Caſtle - -	Philip Dundas
Ganges - -	Joſeph Garnault
Manſhip - -	John Lloyd
General Coote - -	James Baldwin
Airly Caſtle - -	Charles Stewart
Buſbridge - -	Thomas Robertſon
Lord Macartney - -	James Hay
Dublin - -	William Smith
Raymond - -	Henry Smedley
Lord Camden - -	Nathaniel Dance
Laſcelles - -	R. Atherton Farington
Europa - -	Aug. Joſeph Applegath
Valentine - -	John Lewis
Earl Cornwallis - -	Thomas Hodgſon
Bridgewater - -	William Parker
Aſia - - -	John Davy Foulkes
Contractor - -	John Bartlet
Lord Hawkeſbury -	John Barkley
Dutton - -	James Hamilton
Northumberland -	James Rees
King George - -	John Sherwood

each ſhip being tendered at her full builders meaſurement on the following terms of freight, provided peace continues; but in caſe the appearance of hoſtilities ſhould remain, the Owners expect to have an allowance for ſuch extra expences as may unavoidably be incurred in manning the ſhip, and to be paid ten guineas a head, as uſual, for replacing all ſuch ſeamen as may be impreſſed or taken out of the ſhip; alſo ſuch additional premium of inſurance as they may be obliged to pay, over and above eight guineas per cent. at the time the ſhip may be ordered to Graveſend.

To China direct - -	£ 23. 10s. per ton
St. Helena and China Bencoolen and China, and Coaſt and China	24. 10s.
Bombay - -	25. 10s.
Coaſt and Bay - -	26. 10s.

and, in all other reſpects, to be taken up on the ſame terms and conditions as the regular ſhips of laſt ſeaſon.

The

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The following tenders being alſo read, viz. Vide App. No. 1144.

New ſhip in the room of the Southampton	Captain	J. Lennox
Ditto - True Briton		Henry Farrer
Ditto - Montagu		Thomas Brettell
Ditto - Halſewell		Samuel Fox
Ditto - Alfred		J. Farquharſon

each ſhip tendered at the rate of £21. per ton to China direct, and in proportion to all other parts of India, provided peace continues; in every other reſpect on the ſame terms as the tenders firſt above-mentioned; likewiſe

Tenders of the following ſhips, viz. Vide App. No. 1145.

The Boddam - -	Captain	John Jones
Albion - -		Gregory Moffatt Lewin
Carnatic - -		John Corner

each ſhip being tendered at her full builders meaſurement; the Boddam and Albion at £22. per ton to China direct, and the Carnatic at £21. per ton, and in proportion to all other parts of India, provided peace continues; in every other reſpect on the ſame terms as the tenders firſt above-mentioned.

It was moved, and on the queſtion,

Reſolved, That this Court do agree to accept the tenders of the new ſhips in the room of the Southampton, True Briton, Montagu, Halſewell, and Alfred, on the terms of freight and conditions therein-mentioned.

On another motion,

Reſolved, That the tenders of the ſhips Boddam, Albion, and Carnatic be not accepted, not being agreeable to the reſolution of Court of 9th April laſt;

It was then on a motion,

Reſolved, That as many of the ſmall ſhips as may be wanted to be taken up in turn, be upon the terms propoſed with reſpect to freight, and the conditions annexed, except as to ſuch ſhips where it ſhall appear an expreſs agreement has been made.

AT A COMMITTEE OF CORRESPONDENCE,

The 18th Auguſt, 1790.

The Committee took into conſideration the proper number of ſhips to be entertained in the Company's ſervice the enſuing ſeaſon; and

The Committee of warehouſes having reported, that the tonnage neceſſary to bring home the annual inveſtment from India and China, will amount to 19899 tons, requiring 22 ſhips;

The Committee recommend that the 22 ſhips firſt in rotation, be taken up for the enſuing ſeaſon.

AT

AT A COURT OF DIRECTORS,

Held on Wedneſday the 18th Auguſt, 1790.

Vide App. No. 1146. Letter from Timothy Curtis, Eſq. ſtating that the ſhip Nottingham has diſcharged her ſecond cargo, and is now ready to proceed on her third voyage, on the terms agreed on by the Court and himſelf, when the ſhip was built, being read, alſo

Vide App. No. 1147. Letter from the Owners of the Earl Wycombe, tendering that ſhip at the freight of £20. per ton to China; to Madras and China £21. and to other parts £22. per ton, and to be allowed a reaſonable allowance in caſe of war.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

Vide App. No. 1148. Letter from Meſſrs. Fraſer, Luſhington, and Slater, being read, requeſting, on behalf of the Managing Owners, a conference with the Chairman and Deputy;

Thoſe Gentlemen were called into Court and heard, relative to their apprehenſions of a decreaſe of tonnage this ſeaſon, and then withdrew.

Vide App. No. 1150. Letter from Gilbert Slater, Eſq. dated this day, in anſwer to the Court's reſolution of 11th inſt. that his tender not being conformable to the order of the Court of Directors of the 9th April laſt, it could not be accepted; and ſtating, that the Owners did not conſider that reſolution affected any ſhips but thoſe which were to be built ſubſequent to that reſolution, and hoping, for the reaſons therein-mentioned, that the Court will accept the tender already made, was read; and being very fully conſidered, it was

Reſolved by the ballot, That the ſhip Carnatic be taken up at £20. per ton for China direct, in conformity to the reſolution of this Court of the 9th April laſt, and in the uſual proportions to other parts of India; and that the ſaid ſhip be in reſpect to demorage and number of men, on the ſame terms as the other large ſhips of this ſeaſon.

Vide App. No. 1151. Letter from William Palmer, Eſq. Managing Owner of the ſhip Boddam, dated this day, in anſwer to the Secretary's letter of the
No. 1149. 11th inſt. informing him that the Court could not accept his tender, it not being conformable to their reſolution of the 9th April laſt, and ſtating, that he conceived he had made his tender agreeably to an implied contract for a peace-freight for four voyages, but that if the Court are adviſed no implied contract for a fixed peace-freight for four voyages was made by them, when the building of larger ſhips than uſual, was agitated, he is ready to abide by ſuch deciſion, and reſts upon the juſtice and equity of the Court of Directors for ſuch freight as they think this ſhip is entitled to under the peculiar circumſtances of her dimenſions, was read; alſo

Vide App. No. 1152. Letter from Richard Lewin, Eſq. Managing Owner of the ſhip Albion, in reply to the Secretary's letter of the 11th inſt. that

his tender could not be received as it was not conformable to the Court's reſolution of the 9th April laſt; and, ſtating the particular circumſtances under which the ſhip was built, and the great diſadvantage that will attend the Owners, if obliged to accept of £20. per ton to China direct, and hoping the Court of Directors will conſider £22. per ton to China direct, as no way diſproportionate to the advantages received by other ſhips;

And the Court taking the ſaid letters into conſideration, and it appearing to the Court that the ſaid two ſhips could not be conſidered either as large or ſmall ſhips, their tonnage being different from either, and that, therefore, they are equitably entitled to a proportionable freight; it was

Reſolved by the ballot, That the freight at which the Boddam and Albion ſhould be taken up this ſeaſon be at the rate of £21. 10s. per ton to China direct, and in the uſual proportion to other parts; that they be navigated by the reſpective number of men directed by this Court on 14th February, 1787, for ſhips of their tonnage, and that they be allowed demorage the ſame as laſt voyage, viz. £20. 16s. 8d. a day.

On ſeveral motions,

Reſolved, That the five large ſhips whoſe tenders were accepted on the 11th inſt. be navigated by the reſpective number of men directed by this Court on the 14th February, 1787, for ſhips of their tonnage; that the rate of their demorage be increaſed beyond that of a ſhip of 800 tons, in proportion, to the increaſed number of men, and that the commencement of the demorage of ſhips of upwards of 750 tons be ſettled at four days on every 50 tons exceeding that meaſurement, beyond the expiration of four months after their arrival in India.

Reſolved, That the following rates of freight to the undermentioned places be added to the terms on which the regular ſmall ſhips were agreed on the 11th inſt. to be taken up, viz.

Bombay and China, St. Helena and Bencoolen £24. 10s. per ton
Bengal and Bencoolen - - - £25. 10s. per ton

The Committee of Correſpondence in a report dated this day, now read, ſtating, for the reaſons therein-mentioned, that twenty-two ſhips will be required to bring home the annual inveſtment from India and China, and recommending that the twenty ſhips firſt in rotation be taken up for the enſuing ſeaſon;

Reſolved, That this Court do agree in opinion with the ſaid Committee.

Ordered, That it be referred to the Committee of Correſpondence, to take up the above number of ſhips and, to report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 25th Auguſt, 1790.

The memorial of Captain Leſtock Wilſon, referred the 4th inſt. in explanation of his conduct while Commander of the late ſhip Vanſittart, Vide App. No. 1142.

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Vanſittart, and praying permiſſion to build a ſhip in her room for the ſeaſon of the year 1791, was read.

AT A COMMITTEE OF CORRESPONDENCE,

The 25th Auguſt, 1790.

The Committee having taken into their conſideration the number of ſhips neceſſary to be taken up for the ſervice of the Company the enſuing ſeaſon.

Reſolved, That it be recommended to the Court to take up two more ſhips in addition to the number of twenty, agreed to be taken up by the Court on the 18th inſt.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 25th Auguſt, 1790.

Vide App. No. 1153

Letter from Mr. Richard Lewin, dated this day, requeſting the Court will allow £22. freight for the Albion, inſtead of £21. 10s. per ton, the price they agreed to take her up at, on the 18th inſt. being read;

Reſolved, That this Court ſee no reaſon to depart from their reſolution of the 18th inſt. reſpecting the ſhip Albion.

Vide App. No. 1146.

Letter from Mr. Timothy Curtis, read laſt Court, ſtating, that the ſhip Nottingham is now ready to proceed on her third voyage, being again read,

Ordered, That the Secretary do acquaint Mr. Curtis, that the ſaid ſhip will not be wanted for the Company's ſervice this ſeaſon.

Vide App. No. 1154.

On reading a letter from Gilbert Slater, Eſq. dated this day, requeſting the Court will reconſider his letter of the 18th inſt.

Reſolved, That this Court do abide by their reſolution of the 18th inſt. reſpecting the freight of the ſhip Carnatic.

A report from the Committee of Correſpondence, dated this day, being now read,

Reſolved, That two more ſhips be taken up for the Company's ſervice this ſeaſon, in addition to the number of 20 agreed to be taken up the 18th inſt.

AT A COURT OF DIRECTORS,

Held on Friday the 10th September, 1790.

Vide App. No. 1155.

Letter from Gilbert Slater, Eſq. ſtating, that the Owners propoſe laying a full ſtatement of their ſituation before the Court, and requeſting, that if, from ſuch repreſentaton, the Court ſhould be induced to make any allowance beyond £20. per ton, the Carnatic may be put on the ſame footing, was read.

Vide App. No. 1156.

Letter from Meſſrs. Timothy and William Curtis, offering the ſhip Glatton to carry maſts and other naval ſtores to India, at a moderate rate of freight, to be hereafter agreed on, being read,

Ordered,

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Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 15th September, 1790.

The Committee having had eſtimates prepared of the expected exports of the enſuing ſeaſon, reported to the Court, that it appears to this Committee, that the tonnage to be exported this ſeaſon, will amount to about 20,332 tons; that the builders meaſurement of the twenty-two ſhips next in turn to be taken up, amount to 20,240 tons; and that the ſaid ſhips will be ſufficient for the tonnage of the exports above-mentioned.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 15th September, 1790.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That it appears to this Court that the tonnage to be exported this ſeaſon will amount to about 20,332 tons.

That the builders meaſurement of the twenty-two ſhips next in turn to be taken up, amounts to 20,240 tons, and that the ſaid ſhips will be ſufficient for the tonnage of the exports above-mentioned.

AT A COMMITTEE OF CORRESPONDENCE,

The 22d September, 1790.

The Committe offer it to the Court, as their opinion, that the following ſhips be taken up for the Company's ſervice.

Ships.	Tons.	Commanders.
The Kent	783	Capt. Richard Hardinge
Dutton	761	John Hamilton
Phœnix	800	Alexander Gray
Northumberland	784	James Rees
Lord Camden	775	Nathaniel Dance
Aſia	816	J. D. Foulkes
Deptford	784	John Gerrard
Manſhip	812	John Lloyd
Albion	961	Gregory M. Lewin
Carnatic	1169	John Corner
General Coote	787	James Baldwin
New ſhip (True Briton)	1198	Henry Farrer
Boddam	1021	John Jones
Earl Cornwallis	774	Thomas Hodgſon
New ſhip (Alfred)	1198	James Farquharſon
Ditto (Southampton)	1180	John Lennox
Lord Hawkeſbury	803	John Barkley
New ſhip (Halſewell)	1198	
Britannia	770	Edward Cumming
New ſhip (Montagu)	1198	Thomas Brettell
Eſſex	793	John Strover
Raymond	793	

AT

AT A COURT OF DIRECTORS,

Held on Wedneſday the 22d September, 1790.

A report from the Committee of Correſpondence, dated this day, being read,

Reſolved by the ballot, That the following ſhips be taken up for the Company's ſervice the enſuing ſeaſon, viz.

Ships.	Tons.	Commanders.
The Kent - -	783	Capt. Richard Hardinge
Dutton - -	761	James Hamilton
Phœnix - -	800	Alexander Gray
Northumberland -	784	James Rees
Lord Camden -	775	Nathaniel Dance
Aſia - -	816	J. D. Foulkes
Deptford - -	784	John Gerrard
Manſhip - -	812	John Lloyd
Albion - -	961	Gregory M. Lewin
Carnatic - -	1169	John Corner
General Coote -	789	James Baldwin
New ſhip in the room of the True Briton	1198	Henry Farrer
Boddam -	1021	John Jones
Earl Cornwallis -	774	Thomas Hodgſon
New ſhip in the room of the Alfred	1198	James Farquharſon
New ſhip in the room of the Southampton	1180	John Lennox
Lord Hawkeſbury	803	John Barkley
New ſhip in the room of the Halſewell	1198	
Britannia -	770	Edward Cumming
New ſhip in the room of the Montagu	1198	Thomas Brettell
Eſſex - -	793	John Strover
Raymond -	793	

AT A COMMITTEE OF SHIPPING,

On Friday the 1ſt October, 1790.

Vide App. No. 1156.

Letter from Meſſrs. Timothy and William Curtis, dated and referred the 10th ult. offering the ſhip Glatton to carry maſts and other naval ſtores to India, at a moderate rate of freight, to be hereafter agreed on, was read.

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AT A COMMITTEE OF SHIPPING,

On Wedneſday the 20th October, 1790.

The Committee reſuming the conſideration of Captain Leſtock Wilſon's letter, which was read the 25th Auguſt laſt, in explanation of his conduct while Commander of the late ſhip Vanſittart; and praying permiſſion to build a ſhip in her room, for the ſervice of the year 1791; the tranſactions of this Committee on the 21ſt and 23d July laſt, were read; Vide App. No. 1142.

It was then moved, that this Committee are of opinion, that under all the circumſtances of the caſe, leave be given to Richard Lewin, Eſq. to build a ſhip on the bottom of the Vanſittart, for the ſeaſon 1792, to be commanded by Captain Leſtock Wilſon; and that it be recommended to the next Quarterly General Court of Proprietors, to ſuſpend the 53d and 54th By-Law for that purpoſe, and the queſtion being put, and paſſing in the affirmative, the ſame was reported to the Court as follows, viz. Vide App. No. 1139, 1140.

The Committee having taken into conſideration the reference of Court of the 4th Auguſt laſt, on the Memorial of Captain Leſtock Wilſon, in explanation of his conduct while Commander of the late ſhip Vanſittart; and praying permiſſion to build a ſhip in her room, for the ſervice of the year 1791; the Committee are of opinion, that under all the circumſtances of the caſe, leave be given to Richard Lewin, Eſq. to build a ſhip on the bottom of the Vanſittart, for the ſeaſon 1792, to be commanded by Captain Leſtock Wilſon; and that it be recommended to the next Quarterly General Court of Proprietors, to ſuſpend the 53d and 54th By-Laws for that purpoſe.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 20th October, 1790.

Letter from ſeveral Managing Owners of Shipping, dated this day, being read, requeſting that the regiſtered tonnage, at the Cuſtom-houſe, of the ſhips Alfred and Taunton Caſtle may be conſidered as the chartered tonnage of thoſe ſhips. Vide App. No. 1157.

Reſolved, That the ſame be not complied with.

On reading a letter from ſeveral Managing Owners of Shipping, dated this day, requeſting to be indulged with a conference, for the purpoſe of aſcertaining the compenſation to be made for the exceſs of inſurance beyond eight guineas per cent; and alſo for diſcuſſing the rate of ſundry expences that may attend the outfit of the ſhips. Vide App. No. 1158.

Ordered, That the ſaid letter be referred to the conſideration of the Committee of the whole Court.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That leave be given to Richard Lewin, Eſq. to build a ſhip on the bottom of the Vanſittart, for the ſeaſon 1792, to be com-

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commanded by Captain Leſtock Wilſon; and that it be recommended to the next Quarterly General Court of Proprietors, to ſuſpend the 53d and 54th By-Laws for that purpoſe.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 27th October, 1790.

Vide App. No. 1160. No. 1159.

On reading a letter from ſundry Managing Owners of Shipping, in reply to the Secretary's letter of 20th inſt. offering their reaſons why the Charter-Parties of the five new ſhips ſhould be made out agreeably to the builders meaſurement.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 27th October, 1790.

Vide App. No. 1160.

The Court having this day referred to this Committee a letter from the Managing Owners of the new ſhips, in the room of the Southampton, Alfred, Montagu, Halſewell, and True Briton, ſtating ſeveral reaſons in ſupport of their former application, and reiterating their requeſt, that they may be chartered according to the tonnage by meaſurement of the Company's Surveyors; and the Committee having taken the ſame into conſideration, reported their opinion, that the ſhips be chartered at the tonnage at which they were reſpectively allowed to build under the orders of Court.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 27th October, 1790.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the new ſhips in the room of the Southampton, Alfred, Montagu, Halſewell, and True Briton, be chartered at the tonnage at which they were reſpectively allowed to build under the orders of Court.

AT A COMMITTEE OF PRIVATE TRADE,

On Wedneſday the 3d November, 1790.

The Committee having obſerved, that notwithſtanding the clauſe in Charter-Party, by which the Owners of each ſhip agree to ſend out the value of £500. in foreign coins or bullion, to be made uſe of for the ſupply of the ſhip's extraordinary occaſions in India, and in her outward voyage, the Owners of ſeveral ſhips have omitted to ſend out any bullion for the above purpoſe, and that the Committee have hitherto remitted the Charter-Party penalties incurred by ſuch omiſſion, in conſideration of the Owners plea, that the Company had ſuffered no expence thereby; but the Committee being of opinion, that the ſaid clauſe ought to be complied

complied with in all caſes, or the penalties charged, recommended to the Court, that notice be given to the Managing Owners of the ſhips going out this ſeaſon, that the Court are reſolved not to remit, in future, the Charter-Party penalties, in caſe of their omitting to ſend out the full value of bullion for the uſe of the ſhips, notwithſtanding the Company may not happen to incur any expence in conſequence of the omiſſion.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 3d November, 1790.

A report from the Committee of Private-Trade, dated this day, being read,

Reſolved, That notice be given to the Managing Owners of the ſhips going out this ſeaſon, that this Court are reſolved not to remit, in future, the Charter-Party penalties, in caſe of their omitting to ſend out the full value of bullion, for the uſe of their ſhips, notwithſtanding the Company may not happen to incur any expence in conſequence of the omiſſion.

On reading a letter from William Luſhington, Robert Wigram, and Peter Eſdaile, Eſqrs. offering further reaſons againſt the Court's deciſion to limit the tonnage of their ſhips, by the letter of leave to build. Vide App. No. 1161.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Friday the 5th November, 1790.

The Committee taking into conſideration the reference of Court of the 3d inſt. on the letter from William Luſhington, Robert Wigram, James Farquharſon, and Peter Eſdaile, Eſqrs. offering further reaſons againſt the Court's deciſion to limit the tonnage of their ſhips, by the letters of leave to build; Vide App. No. 1161.

The following papers were read, viz.

Letter from thoſe gentlemen, read in Court the 20th ult. Vide App. No. 1157.

A ſecond letter from thoſe gentlemen, referred the 27th ult. No. 1160.

The report from this Committee on the above reference, dated the ſame day.

Letter from thoſe gentlemen, referred the 3d inſtant. Vide App. No. 1161.

A debate enſuing thereon, it was propoſed, that Mr. Wells ſhould be called in and aſked, whether in the event of a ſhip exceeding in a ſmall degree the contract tonnage, as in the preſent caſe of the new ſhips in the room of the Montagu and True Briton, it is cuſtomary to charge the Owners with exceſs, and Mr. Wells being called in, and the above queſtion put to him accordingly, he anſwered in the negative. Mr. Wells, on being further examined, ſaid that the above increaſe was entirely accidental, but when a ſhip is deſignedly let out, the builder is then paid for it. Mr. Wells obſerved, that ſhips will unavoidably fall

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out, and he thinks have frequently done ſo by accident, to the extent of four or five inches. Mr. Wells then withdrew.

Mr. Snodgraſs, being called in and examined, ſaid, that ſhips will fall out, and that the exceſs of two inches in the beam, which gives about ten tons to the Taunton Caſtle, and new ſhips Montagu and True Briton, he conceives to have been unavoidable.

A motion being then made,

Ordered, That the proper officer do lay before this Committee the rate of exceedings in the tonnage, according to the leave of building, and the burthen they have turned out from 1786 to 1790, ſpecifying the average rate of exceeding per hundred tons.

And after the debate had continued for ſome length of time, the Committee adjourned the further conſideration to Wedneſday next.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 10th November, 1790.

Vide App. No. 1162. A liſt of ſhips built from the year 1786 incluſive, to the preſent time, diſtinguiſhing their contract tonnage, their actual meaſurement, and their chartered tonnage, being prepared by the proper officer, in conſequence of the orders of the 5th inſt. was now laid before this Committee; and the Committee thereupon reſuming the conſideration of the letter from William Luſhington, Robert Wigram, James Farquharſon, and Peter Eſdaile, Eſqrs. referred the 3d inſt. it was, after a debate of ſome time, and upon the queſtion being put,

Vide App. No. 1161.

Reſolved, That the Committee abide by the opinion, which they ſubmitted to the Court on this ſubject the 27th ult.

And the ſame was reported as follows, viz.

The Committee having taken into conſideration the reference of Court of the 3d inſt. on a letter from William Luſhington, Robert Wigram, James Farquharſon, and Peter Eſdaile, Eſquires, offering further reaſons againſt the Court's deciſion to limit the tonnage of their ſhips, by the letters of leave to build, the Committee do abide by the opinion which they ſubmitted to the Court on this ſubject, in their report dated the 27th ult.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 10th November, 1790.

The Committee of Shipping in a report, dated this day, now read, ſignifying they abide by the opinion they ſubmitted to the Court on the 27th October laſt, reſpecting the tonnage at which the new ſhips in the room of the Southampton, Alfred, Montagu, Halſewell, and True Briton are to be chartered.

Reſolved by the ballot, That this Court do agree in opinion with the ſaid Committee.

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AT A COURT OF DIRECTORS,

Held on Friday the 12th November, 1790.

On reading a letter from James Farquharſon, Peter Eſdaile, and Richard Lewin, Eſqrs. dated the 11th inſt. requeſting the Court will permit the proviſional clauſe of their tenders reſpecting the allowance for extra expences in manning their ſhips, and for replacing ſeamen impreſſed from on board, may be inſerted in the Charter-Party; Vide App. No. 1163.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 17th November, 1790.

The Committee conſidered the reference of Court of the 12th inſtant, on a letter from James Farquharſon, Peter Eſdaile, and Richard Lewin, Eſqrs. requeſting the Court will permit the proviſional clauſe of their tenders, reſpecting the allowances for extra expences in manning their ſhips, and for replacing ſeamen impreſſed from on board, may be inſerted in the Charter-Party, but as the application is now done away by the Charter-Parties being ſigned; the Committee are of opinion the Owners ſhould be deſired to ſend in their accounts immediately, if any expences have occurred on the ſubject ſtated in their letter. Vide App. No. 1163.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 17th November, 1790.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That the Owners of Shipping who have made application reſpecting the allowances for extra expences in manning their ſhips, and for replacing ſeamen impreſſed from on board, be deſired to ſend in their accounts immediately, if any expences have occurred on the ſubject ſtated in their letter.

On a motion,

Ordered, That it be referred to the Committee of Shipping, to conſider whether ſome extention cannot conveniently be made in the ſtowage of the lower decks of the large ſhips from Canton, and to report their opinion thereon.

AT A JOINT COMMITTEE OF PRIVATE TRADE AND SHIPPING,

The 24th November, 1790.

The Committee finding that notwithſtanding the paragraph in the Commanders inſtructions directing them to obſerve all the covenants in Charter-Party, a copy of which is ſent them for

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their guidance, many ſhips have returned with part of their guns diſmounted, contrary to the ſaid Charter-Party, thereby expoſing them and the Company's cargo to great riſk of capture by pirates or other enemies, and as it is of very material conſequence that the ſhips ſhould be kept in the beſt poſſible ſtate of defence; the Committee recommended to the Court, that an addition be made to the Commanders inſtructions ſtrictly enforcing their obedience to the above-mentioned paragraph, and acquainting them that in caſe of non-compliance they will experience the higheſt diſpleaſure of the Court.

The Committee alſo recommended to the Court, that notice of this regulation be ſent to the Managing Owners, and that it be ſignified to them that as ſeveral Commanders have alledged the crankneſs of their ſhips as a reaſon for this breach of Charter-Party, it is neceſſary the Owners take proper ſteps by inſtructing the Commanders to ſhip a larger quantity of ballaſt, or uſing ſuch other means as to them ſhall appear neceſſary to ſtiffen their ſhips in ſuch manner as to prevent the neceſſity of diſmounting any of the guns.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 24th November, 1790.

Vide App. No. 1164. Letter from Meſſrs. James Farquharſon, Peter Eſdaile, and Richard Lewin, dated this day, ſignifying, that the change of affairs in this country happening ſo ſoon after their reſpective ſhips were afloat, which appears will end in a permanent peace, they ſhall not trouble the Court with the extra expences which have unavoidably been incurred on the occaſion, was read.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 1ſt December, 1790.

Vide App. No. 1165. Letter from Robert Preſton, Eſq. requeſting that the new ſhip Woodford may be permitted to carry 26 nine-pounders, inſtead of 26 twelve-pounders, and 6 ſix-pounders, being read,

Reſolved, That the ſame be not complied with.

On reading a report from the Joint Committee of Private Trade and Shipping, dated the 24th ult.

Reſolved, That an addition be made to the Commanders inſtructions, ſtrictly enforcing their obedience to the paragraph directing them to obſerve all the covenants in Charter-Party; and acquainting them, that in caſe of non-compliance, they will experience the higheſt diſpleaſure of the Court.

That notice of this regulation be ſent to the Managing Owners, and that it be ſignified to them, that as ſeveral Commanders have alledged the crankneſs of their ſhips as a reaſon for returning with part of their guns diſmounted, contrary to Charter-Party, it is neceſſary the Owners ſhould take proper ſteps by inſtructing their Commanders to ſhip a larger quantity of ballaſt, or uſing ſuch other means as to them ſhall appear neceſſary to ſtiffen their

ſhips in ſuch manner as to prevent the neceſſity of diſmounting any of the guns.

On reading letter from Mr. Robert Batſon, praying that the ſhip he built for the Company's ſervice may be employed in carrying ſtores to India, with permiſſion for the ſhip to be ſold there; alſo,

Letter from Andrew Loughnan, Eſq. requeſting that leave may be given for the ſhip Neptune being built, to come afloat at the ſame time as the other ſhips in the year 1792; and Vide App. No. 1166.

The petition of Captain George Scott, of the Neptune, requeſting the indulgence ſolicited by Mr. Loughnan; Vide App. No. 1167.

Ordered, That the ſaid letters and petition be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 14th December, 1789.

The following report was made to the Court, viz.

The Committee having taken into conſideration the reference of Court of the 1ſt inſt. on the petitions of Andrew Loughnan, Eſq. and Captain George Scott, praying that leave may be given for the ſhip Neptune being built, to come afloat at the ſame time as the other ſhips in the year 1792; the Committee cannot recommend her being built for the ſeaſon 1792, but in conſideration of the ſeveral circumſtances in favor of this ſhip; the Committee recommend that ſhe have leave to build for the ſeaſon 1794, the Owners conforming to the uſual regulations on thoſe occaſions. Vide App. No. 1166, 1167.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 15th December, 1790.

On reading a report from the Committee of Shipping, dated the 14th inſt.

Reſolved, That leave be given for a new ſhip to be built on the bottom of the Neptune, for the ſeaſon 1794, the Owners conforming to the uſual regulations on thoſe occaſions.

AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND, TRADING TO THE EAST-INDIES,

Held on Wedneſday the 15th December, 1790.

The Chairman acquainted the Court, that it is appointed at this Court, to conſider of ſuſpending the 53d and 54th By-Laws, and to empower the Court of Directors to permit Richard Lewin, Eſq. to build a ſhip on the bottom of the Vanſittart, for the ſeaſon 1792, to be commanded by Captain Leſtock Wilſon. Vide App. No. 1139, 1140.

The minute of the Committee of Shipping of the 20th October, was read.

The

The Chairman moved the Court, that the 53d and 54th By-Laws be ſuſpended, and that the Court of Directors be empowered to grant leave to Richard Lewin, Eſq. to build a ſhip on the bottom of the Vanſittart, for the ſeaſon 1792, to be commanded by Captain Leſtock Wilſon, ſubject to the confirmation of a future General Court.

And the queſtion thereon being put, the ſame paſſed in the affirmative.

AT A COURT OF DIRECTORS,

Held on Friday the 31ſt December, 1790.

Vide App. No. 1168. On reading a letter from ſeveral Managing Owners of Shipping, requeſting an alteration to be made in the regulation adopted by the Court on the 2d February laſt, for the ſtowage of the large China ſhips.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 2d February, 1791.

Vide App. No. 1169. On reading a letter from G. M. Macaulay, Eſq. tendering the ſhip Pitt on the terms and conditiens therein-mentioned.

Ordered, That the ſame do lie for conſideration.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 9th February, 1791.

Vide App. No. 1170. Letter from John Clements, Eſq. ſignifying that the ſhip Dublin can be properly prepared for ſea at a ſhort notice, ſhould ſhe be wanted to carry military ſtores to India, was read.

Vide App. No. 1171. On reading the requeſt of Mr. James Farquharſon, for leave to build a new ſhip on the bottom of the ſhip Earl Mansfield, to be commanded by Captain Brodie Hepworth;

Ordered, That the ſaid requeſt be referred to the Committee of Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Friday the 11th February, 1791.

Letter from Meſſrs. Luſhington, Moffat, and Mavor, offering the ſhip Glatton for the conveyance of troops to India, was read.

AT

AT A COURT OF DIRECTORS,

Held on Wedneſday the 16th February, 1791.

Letter from Meſſrs. Timothy and William Curtis, again offering the ſhip Nottingham for the conveyance of troops to India, was read. Vide App. No. 1172.

AT A COMMITTEE OF SHIPPING,

On Thurſday the 17th February, 1791.

The Court having, on the 17th November laſt, referred it to this Committee to conſider whether ſome extenſion cannot conveniently be made in the ſtowage of the lower decks of the large ſhips from Canton, and the Committee having conſidered the reference of Court of the 31ſt December laſt, on a letter from ſeveral Managing Owners recommending the above meaſure. Vide App. No. 1168.

The Committee reported, as their opinion, that ſhips of 900 tons and upwards. having a hatchway down directly into the lazaretto, be allowed to ſtow teas on their lower deck, from the fore-part of the main-hatchway to the aftermoſt-part of the after bitts, allowing the fore-hatchway to be caulked down, and that, in all other reſpects, the ſtowage of the ſhips be regulated under the Court's orders of the 3d February, 1790.

AT A COURT OF DIRECTORS,

Held on Friday the 18th February, 1791.

On reading a requeſt,

Ordered, That the letter from Mr. Robert Batſon, offering to prepare his ſhip for next ſeaſon, under the engagements ſtated in his former letter, lie for conſideration. Vide App. No. 1173.

A report from the Committee of Shipping, dated the 17th inſt. being read,

Reſolved, That ſhips of 900 tons and upwards, having a hatchway down directly into the lazaretto, be allowed to ſtow teas on their lower deck, from the fore-part of the main-hatchway to the aftermoſt-part of the after bitts, allowing the fore-hatchway to be caulked down, and that, in all other reſpects, the ſtowage of the ſhips be regulated under the Court's orders of 3d February, 1790.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 23d February, 1791.

The Court now proceeding to take into conſideration a letter from George M. Macaulay, Eſq. tendering the ſhip Pitt, read in Court the 2d inſt. Vide App. No. 1169.

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Vide App. No. 1172. Letter from Meſſrs. Timothy and William Curtis, tendering the ſhip Nottingham, read in Court the 16th inſt.

Vide App. No. 1173. Letter from Mr. Robert Batſon, tendering his ſhip for next ſeaſon, read in Court the 18th inſt. and

Vide App. No. 1174. 1175. Letters from Mr. William Luſhington, William Moffat, and John Mavor, dated the 18th and 22d inſt. tendering the ſhip Glatton on the terms therein-mentioned, being read.

The Court deliberated thereon;

And the following advertiſement being laid before the Court, was read and approved.

"East-India Houſe, 23d February, 1791.

"The Court of Directors of the United Company of Merchants "of England, trading to the Eaſt-Indies, having occaſion for a "quantity of tonnage for the conveyance of troops to the Eaſt-"Indies, will be ready to receive propoſals on or before the 2d "March next, for the freight of one or more ſhips of the burthen "of 700 tons and upwards, for an outward-bound voyage to "India, and there to be ſold.

"Further particulars may be known by applying to Mr. Coggan, "Clerk to the Committee of Shipping."

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 23d February, 1791.

The Court having this day advertiſed for the hire of one or more ſhips of the burthen of 700 tons and upwards, for an outward-bound voyage, for the conveyance of troops to India, and referred ſuch perſons who may be willing to offer tenders to the Clerk of this Committee for particulars.

The following terms being prepared, in conſequence thereof, were read and approved, viz.

That the ſhip be properly fitted for the voyage as uſual with ſhips taken up for an outward-bound freight in the Company's ſervice, under the inſpection and to the ſatisfaction of the Company's officers.

That the ſhip carry 20 guns, nine-pounders, on the gun deck, and 6 guns, ſix or four-pounders, on the quarter deck; alſo Kintledge according to the ſize of the ſhip, in ſuch proportion as 775 tons are to 92 tons.

That the ſhip be afloat on the 20th March, and ſail to Graveſend on the 3d April, to ſtay there 10 days, and to be in the Downs the 19th April.

That the ſhip be navigated by one Commander, four mates, and ſuch other officers and ſeamen as ſhall make the complement equal to 10 men for every 100 tons.

That the Commanders and mates be eligible for their reſpective ſtations under the preſent regulations of the Company; and

That they be allowed to remain in India under Free-Mariners Indentures.

That

That the Commander and officers be allowed the ſame wages as thoſe belonging to the regular ſhips.

That the Commander and officers be likewiſe allowed the ſame privilege in Private-Trade outwards as the regular ſhips, provided the ſhip ſhall be 755 tons or upwards; but if of a leſs burthen, then in that proportion to the tonnage of the ſhip.

That the Owners expreſs at what rate per man they will victual and convey the troops, with their baggage and ſtores, to India.

That in caſe the ſhip ſhould be detained by the Company before her departure from England, or ſhould be detained by the Company's orders more than 10 days at her port of diſcharge in India, the Owners in both or either of thoſe caſes to be allowed demorage, which will be calculated as follows, viz.

Demorage allowed to the regular ſhips not exceeding 800 tons, and navigated by 100 men, is 10*d.* per day per ton on 500 tons;

Amounting per day to - -		£20	16 8
Suppoſing the ſhip now to be hired ſhould be 700 tons burthen, and navigated by 70 men, the deductions will be for the ſavings on			
30 men's wages, at 26*s.* per month, per day	£1 6*s.*		
30 men victualling, at 1*s.* per day	1 10*s.*		
		2	16 0
Net demorage to be allowed		£18	0 8

That two-thirds of the freight and demorage be paid as ſoon after her departure from England as the accounts can conveniently be made up;

And the remainder on the diſcharge of the ſhip in India.

After the ſhip has performed the covenants of the Charter-Party, to be diſpoſed of under the uſual reſtrictions, or employed in the country ſervice, at the option of the Owners.

Should the Company have occaſion to ſend any goods, the Owners are deſired to ſtate what rate of freight will be expected on the goods, and what abatement per head on the troops.

Should any circumſtances happen to make it unneceſſary that the ſhip ſhould proceed after the Owners have begun preparing her for the voyage, the Company will, in that caſe, make them a reaſonable allowance and compenſation for the expences they ſhall have been put to.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 2d March, 1791.

On reading a letter from Mr. William Richards, junior, offering to convey troops to India in ſhips from 450 to 550 tons, upon the terms therein-mentioned; alſo — Vide App. No. 1176.

Tenders of the ſhips Pitt — No. 1177.
General Goddard — No. 1178.
Glatton — No. 1179.
York, and — No. 1180.
General Eliott, for the ſame ſervice. — No. 1181.

Ordered,

Ordered, That the ſaid letter and tenders be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 2d March, 1791.

The following tenders of ſhips for an outward-bound voyage to India having been referred by order of Court of this day, viz.

Vide App. No. 1181. General Eliott, 600 tons offered for £3000. and 18 months credit.

Vide App. No. 1180. York (a ſir built ſhip) 750 tons, at £5. per ton on her meaſurement, the uſual allowance for paſſengers.

Vide App. No. 1176. Ships of 450 to 500 tons, to carry paſſengers, at £30. 15s. per head, allowing 2 tons each, paſſage money to be paid at different inſtalments.

Vide App. No. 1179. Glatton to carry 300 paſſengers at £31. per head, to deduct 10s. on every 100 tons of goods put on board, ſuch goods and the kintledge being reckoned at £5. per ton.

Vide App. No. 1177. Pitt to carry 300 paſſengers, at £26. per head, goods and kintledge at £7. 10s. per ton, and for every 100 tons goods will deduct £2. per man.

Vide App. No. 1178. General Goddard to receive goods and troops at £5. per ton, with the uſual allowance for paſſage money; or, 300 to 350 ſoldiers, at £20. per man; or, the whole ſhip at £3. per ton freight on builders meaſurement, and the uſual paſſage money; the Charter-Party, in all other reſpects, on the ſame terms as the ſhips of this ſeaſon; and if not employed by the Company no claim to be made for demorage until two months after the ſhips ſhall be tendered at China in the ſeaſon 1792.

The Committee upon taking the ſame into conſideration,

Reſolved, That the tender of the General Eliott, for ſale, be not accepted.

That the tender of the York, a ſir built ſhip, and Mr. Richards's tender of ſhips of 450 to 500 tons, be likewiſe not accepted.

That the Owners of the Glatton and Pitt be deſired to tranſmit anſwers to the following queſtions:

"On what terms will you engage to carry out to India 250 "troops, with their baggage and ſtores, including the charge of "victualling and every other expence whatever, the uſual allow- "ance of 1s. per day, per man, for diet while in port excepted.

"At what rate per ton will you receive goods and ſtores be- "longing to the Company, ſuppoſing there ſhould be occaſion to "ſend any on board."

That the Owners of the 24 regular ſhips ſtanding next in turn be deſired to ſignify whether they will let their ſhips on the terms of the preſent ſeaſon, but not to receive demorage if diſpatched from Canton on or before the 30th November, 1792.

A

AT A COMMITTEE OF SHIPPING,

On Friday the 4th March, 1791.

The Committee reſuming the conſideration of the neceſſary ſteps to be taken for the hire of ſhips for the conveyance of a body of troops to India, the following letters and papers received in conſequence of the Committee's proceedings on the 2d inſt. were now read, viz.

From Timothy and William Curtis, Eſqrs. dated this day, that the Nottingham ſhall go out this ſeaſon on the ſame freight homewards as agreed when built, to carry 350 or 400 troops, at leaſt, at the uſual rate, to be navigated with 100 men, to receive four guineas per ton on the builders meaſurement, and not to be entitled to demorage till the 30th November, 1792. Vide App. No. 1182.

From Anthony Brough, Eſq. dated the 3d inſt. that the Owners of the Earl of Wycombe decline acceding to the terms offered by the Committee. Vide App. No. 1183.

From Nicholas Skottowe, Eſq. under the ſame date, that it is perfectly agreeable that the Bridgewater ſhould be taken up on the ſame freight and terms of the ſhips of this ſeaſon, but cannot admit of any exception as to demorage. Vide App. No. 1184.

From Arthur Shakeſpear, Eſq. dated this day, requeſting, as Part Owner of the Bridgewater, and upon the preſumption of Mr. Skottowe being unacquainted with the preſent tenders, that he may have an option to ſend the Bridgewater upon the ſame terms as the other regular ſhips, and that his determination ſhall be communicated to-morrow. Vide App. No. 1185.

Joint letter under this date, from Vide App. No. 1186.

John Clements, Eſq. Managing Owner of the Dublin
Robert Williams, Eſq. - - - Airly Caſtle
James Farquharſon, Eſq. - - Duke of Montroſe

offering thoſe ſhips on the terms of the preſent ſeaſon, to be allowed half demorage when not employed by the Company, and to be diſpatched from Canton on or before the 30th November, 1792.

Joint letter under the ſame date, from William Luſhington, William Moffat, and John Mavor, Eſqrs. that they will convey to India, on the Glatton, 250 troops, at £36. per head, and any quantity of goods at £4. per ton, and any additional troops at £13. per head, and £4. per ton. Vide App. No. 1187.

From George M. Macaulay, Eſq. dated this day, that the Pitt ſhall receive 250 troops, at £35. a man, and goods in addition at £3. 10s. per ton, and any additional number of recruits ſhall be accommodated on reaſonable terms. Vide App. No. 1188.

Another letter from Mr. Macaulay, dated the 2d inſt. that he has offered the Pitt on the terms or regulations preſcribed, that he now propoſes another tender for the ſhip to remain without demorage till November, 1792, and then to return with a cargo from China; Vide App. No. 1189.

encloſes a comparative ſtatement of this offer, with an eſtabliſhed regular ſhip, and ſubmits either offer to the option of the Company.

Vide App. No. 1190. Comparative ſtatement of the freight of the Pitt, and that of a regular ſhip of equal burthen, dated the 2d inſt. and ſigned by Mr. Macaulay.

The Committee, upon taking the above papers into conſideration, Mr. Snodgraſs was called in, and being examined as to the ſtate and condition of the ſhips Pitt and Glatton, he repreſented, that he believes the Pitt to be in a fit condition to proceed to India, but as the Glatton has not been repaired for the Company's ſervice for ſome years, he is doubtful as to the time ſhe can be properly fitted in.

Ordered, That an eſtimate be made of the expence of conveying 250 troops on either of the three ſhips next in turn, on the terms propoſed by the Owners, ſuppoſing her to be returned from Canton with her Charter-Party tonnage; alſo,

Mr. Macaulay's offer of the Pitt upon the ſame plan; and

An eſtimate of the expence in both caſes, for the outward-bound voyage only.

The Committee then adjourned to go into Court, and being returned,

Vide App. No. 1191. The above eſtimates having been prepared agreeably to order, were laid before the Committee.

Meſſrs. Clements, Williams and Farquharſon, being called in, the Committee conferred with them on the propoſals contained in their letter, and the Owners having retired ſome time, returned and ſignified their acquieſcence in their ſhips remaining without demorage till the 30th November, 1792, but requeſted that the ſhips may be delivered up ten days after their arrival in India, and that they may have the preference in point of diſpatch from Canton; it was, thereupon, intimated to thoſe gentlemen, that the Committee would recommend to the Court, that the three firſt ſhips ſhould be taken up, and the above requiſitions agreed to.

It was further underſtood that the Dublin, Bridgewater, and Airly Caſtle ſtanding next in turn, ſhould be the three ſhips taken up and docked immediately, but if the Owners of the Bridgewater ſhould not accept of the preſent terms, that the Duke of Montroſe ſhould be conſidered as the third ſhip.

The Owners having again withdrawn, the Committee made the following report to the Court, viz.

The Committee took into conſideration the reference of Court of the 2d inſt. on the ſeveral tenders for the conveyance of troops to India, and having received amended tenders from ſome of thoſe gentlemen, and a propoſal from the Owners of the three regular ſhips next in turn; the Committee offer, as their opinion, that the ſhips Dublin, Bridgewater, and Airly Caſtle, be now taken up on the terms of the preſent ſeaſon, but not to receive demorage (unleſs employed by the Company) if diſpatched from Canton on or before the 30th November, 1792, allowing 40 days for taking in their cargoes; that the ſhips be delivered up to the Commanders ten days after their arrival at their conſigned port, and that they be diſpatched in preference to other ſhips, if they ſhall be arrived at Canton before the 15th October, 1792.

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AT A COURT OF DIRECTORS,

Held on Friday the 4th March, 1791.

A report from the Committee of Shipping, dated this day, being read,

Reſolved by the Ballot, That the ſhips Dublin, Bridgewater, and Airly Caſtle be now taken up for the conveyance of troops to India, on the terms of the preſent ſeaſon; but not to receive demorage, unleſs employed by the Company, if diſpatched from Canton on or before the 30th November, 1782, allowing 40 days for taking in their cargoes; that the ſhips be delivered up to the Commanders 10 days after their arrival at their conſigned port, and that they be diſpatched in preference to other ſhips, if they ſhall be arrived at Canton before 15th October, 1792.

AT A COMMITTEE OF SHIPPING,

On Wedneſday the 9th March, 1791.

Letter from Nicholas Scottowe, Eſq. dated the 4th inſt. ſignifying that the Bridgewater ſhall carry out troops on the ſame terms as the Owners of the regular ſhips now accept of, was read. Vide App. No. 1192.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 9th March, 1791.

Note from John Fiott, Eſq, dated this day, encloſing a draft of an advertiſement, reſpecting a narrative of the Court's conduct towards the Owners of the ſhips Tartar and Hartwell, which he is adviſed to publiſh, was read, and ordered to lie on the table. Vide App. No. 1193, 1194.

AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND, TRADING TO THE EAST-INDIES,

Held on Wedneſday the 23d March, 1791.

That this Court doth confirm the reſolution of the General Court of the 15th December laſt, for ſuſpending the 53d and 54th By-Laws, and empower the Court of Directors to grant leave to Richard Lewin, Eſq. to build a ſhip on the bottom of the Vanſittart, for the ſeaſon 1792, to be commanded by Captain Leſtock Wilſon. Vde App. No. 1139, 1140.

And the queſtion thereon being put, the ſame paſſed in the affirmative.

The following motion was made and ſeconded.

That, there be laid before this Court, copies of all propoſals for receiving tenders, and alſo of all tenders for building ſhips for the Eaſt-India Company, and of letting ſhips for hire to the Eaſt-India Company, from the 1ſt January, 1780, to this preſent time, with the anſwers and reſolutions of Committees and Courts thereon, together with the prices agreed to be given for the hire of ſhips

ſhips in each of the ſaid years, according to their reſpective deſtinations; and alſo of any agreements or reſolutions of the Court or Committee of Directors, which may have been made reſpecting any or all of the old ſhip Owners on the ſubject of Shipping during the ſaid period;

Reſolved, That a General Court be ſummoned to be held on Thurſday the 31ſt inſtant, to take the above motion into conſideration.

AT A COURT OF DIRECTORS,

Held on Friday the 25th March, 1791.

Vide App. No. 1195. 1196.

On reading a letter from Richard Lewin, Eſq. encloſing the conſent of the majority of Owners, and requeſting leave to build a ſhip on the bottom of the Vanſittart, of the meaſurement therein-mentioned.

Ordered, That the ſaid letter be referred to the Committee of Shipping, to examine and report.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 29th March, 1791.

Vide App. No. 1195, 1196.

The Committee having taken into conſideration the reference of Court of the 25th inſt. on a letter from Richard Lewin, Eſq. encloſing the conſent of the majority of Owners, for his building on the bottom of the Vanſittart, and requeſting that the ſhip may be of the burthen of 800 to 900 tons, reported as their opinion, that the ſame be not complied with.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 30th March, 1791.

A report from the Committee of Shipping, dated the 29th inſt. being read,

Reſolved, That the requeſt of Richard Lewin, Eſq. for leave to build a ſhip on the bottom of the Vanſittart, of the burthen of 800 to 900 tons, be not complied with.

Vide App. No. 1197.

On reading a letter from John Clements, Nicholas Skottowe, and Robert Williams, dated this day,

Reſolved, That ſuch parts of the ſaid letter be complied with as propoſes, that the Company's ſervants in India ſhall, on the firſt arrival there of the ſhips Dublin, Bridgewater, and Airly Caſtle, be enabled to return thoſe ſhips in the ſervice, for the whole time of their intended ſtay in India, and until their arrival at Canton, on or before the 15th day of October, 1782, at the uſual demorage of £20. 16s. 8d. per day; but that after having diſcharged the ſhips on their firſt arrival in India, they ſhall have no control over thoſe ſhips without the conſent of the Commanders for the time being, until her arrival in China at the ſtipulated time.

That ſuch part of the ſaid letter as requeſts that the clauſe in the Charter-Parties of thoſe ſhips depriving the Owners of the

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benefit of the impreſs in India of £200. per month, may be ſtruck out, be not complied with.

On reading a letter from Meſſrs. John, William and J. Wells, requeſting that the Owners of the ſhip to be built on the bottom of the Vanſittart, may be permitted to build that ſhip of the burthen of about 800 tons. Vide App. No. 1198.

Reſolved, That the ſame be not complied with.

On reading a letter from Mr. John Walſby, dated this day, encloſing printed narratives of the conduct of Mr. Robert Williams towards him, and praying leave to build a ſhip for next ſeaſon, to be commanded by himſelf, to be employed by the Company on the terms therein-mentioned. Vide App. No. 1199.

Ordered, That the ſame be referred to the conſideration of a Committee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Thurſday the 31ſt March, 1791.

Letter from John Fiott, Eſq. encloſing a further motion meant to be made at the General Court to-day, was read. Vide App. No. 1200, 1201.

AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND, TRADING TO THE EAST-INDIES,

Held on Thurſday the 31ſt March, 1791.

The Deputy Chairman acquainted the Court, that it was ſummoned on ſpecial affairs, to take into conſideration the following motion made at the laſt Court, viz.

That there be laid before this Court copies of all propoſals for receiving tenders for building ſhips for the Eaſt-India Company, and of letting ſhips for hire to the Eaſt-India Company from the 1ſt of January, 1780, to this preſent time, with the anſwers and reſolutions of Committees and Courts thereon, together with the prices agreed to be given for the hire of ſhips in each of the ſaid years, according to their reſpective deſtinations; and alſo of any agreements or reſolutions of the Court or Committee of Directors, which may have been made, reſpecting any or all of the old ſhip Owners on the ſubject of Shipping during the ſaid period.

And the queſtion on the ſaid motion being put and ſeconded, the ſame paſſed in the affirmative.

A motion was then made, that the papers mentioned in the preceding motion ſhould be printed for the information of the Proprietors; and the queſtion thereon being put, it paſſed in the affirmative.

The Court then on the queſtion adjourned.

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The Committee are further of opinion, that the ſhips building by Mr. Brough, be ſurveyed, as uſual, by the Company's officers.

And the ſame was reported to the Court.

AT A COURT OF DIRECTORS,

Held on Monday the 10th April, 1786.

A report from the Committee of Shipping, dated this day, being read,

Reſolved, That this Court ſee no reaſon to depart from their reſolution of the 16th March laſt, reſpecting the three ſhips to be built by Mr. Anthony Brough, for the Company's ſervice.

Ordered, That the above-mentioned ſhips be ſurveyed, as uſual, by the Company's officers.

AT A COMMITTEE OF SHIPPING,

On Tueſday the 11th April, 1786.

A report of the progreſs of ſhips building for the Company's ſervice, dated the 7th inſt. and ſigned by Mr. Gilbert Ferguſon, was laid before the Committee. Vide App. No. 653.

AT A COURT OF DIRECTORS,

Held on Tueſday the 11th April, 1786.

Mr. John Holland, the Company's Freight-Accountant, laid before the Court, purſuant to their order of the 21ſt ult. an eſtimate of what the Company will have to pay for a ſhip from China, at the prices, and upon the conditions on which the Company took up four ſhips on the 16th ult. compared with what they will have to pay for a ſhip at the prices, and upon the conditions, of the ſhips taken up laſt year. Vide App. No. 654.

AT A COURT OF DIRECTORS,

Held on Wedneſday the 26th April, 1786.

On reading a letter from Mr. John Munt, dated this day, tendering a ſhip for the Company's ſervice; alſo Vide App. No. 655.

Letter from Mr. Anthony Brough, in reply to the Secretary's letter of the 15th inſt. ſignifying that he has engaged a new ſhip in the room of the Madona. Vide App. No. 656, 657.

Ordered, That the ſaid letters be referred to the conſideration of a Committee of the whole Court.

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